BRERO, DRAKE STOCKTON RACE VICTORS

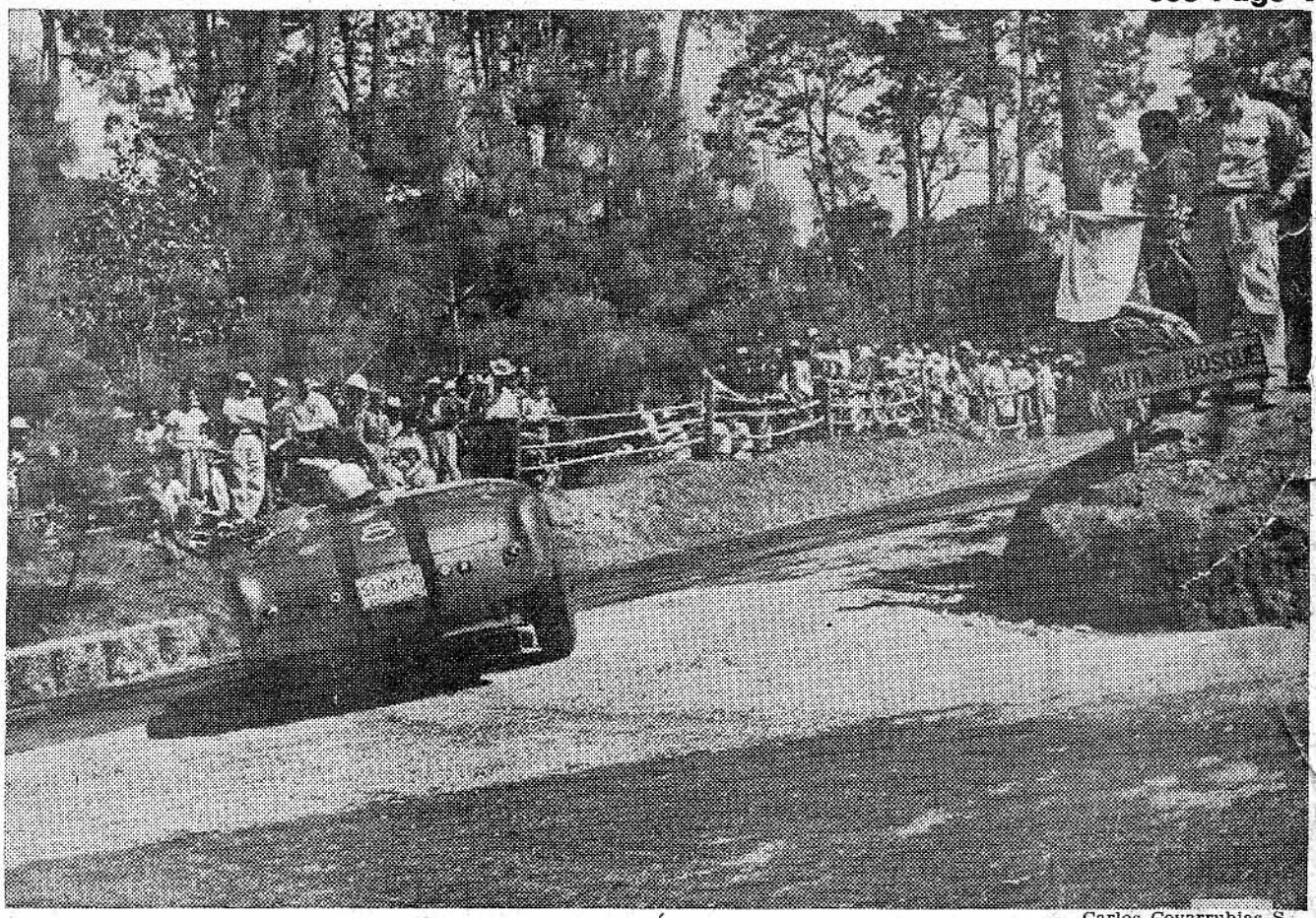
See Page 1

MOTOR RACING

Vol. 11—No. 11 (Published Bi-Weekly) except last issue of calendar year Los Angeles, Calif. 15c March 22-29, 1957

DRAKE CONQUERS MILES TWICE AT PARAMOUNT; AUSTIN POSTS WIN

See Page 1

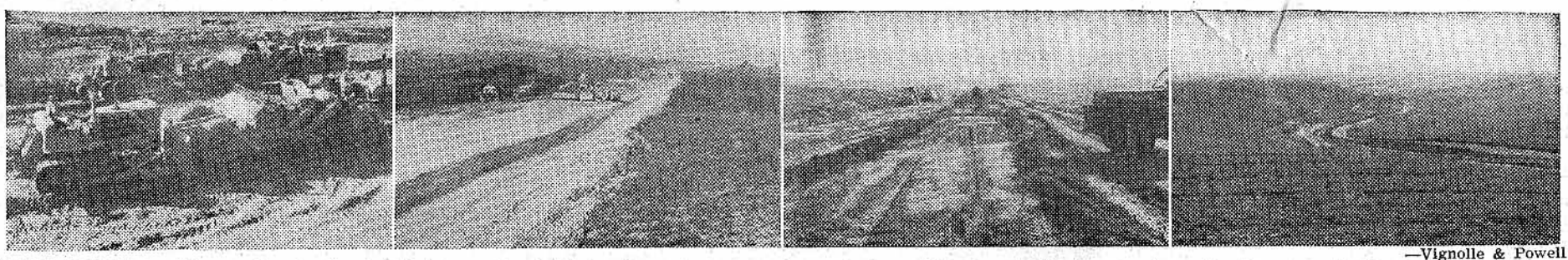


—Carlos Covarrubias S.

MEXICO COURSE—A "mountainous Pebble Beach" is the description given to the beautiful 2.4-mile Avandaro circuit at Valle de Bravo, 90 miles from Mexico City. This will be scene of road races for $8000 on Sunday, April 7. Number of U.S. pilots, including some from Southern California, plan to complete in 120-mile feature. The prize list shows 45 cash awards ranging from $800 to $40.

HOT DUEL LOOMS FOR PALM SPRINGS

See Page 1



—Vignolle & Powell

WORK MOVES rapidly at the 5-mile 3-in-1 International Motor Raceway near Riverside. Huge caterpillar-scrapers appear to be "dragging" in left panel. Next two panels show portions of 1-mile straight, with roadbed to be 74 ft., 60 of it paved. Straight drops 40 ft. in first half-mile and is level rest of the way. Latter part also will be used for drag racing. Jim Peterson, in charge of engineering, hopes to start paving by end of this month, barring rain interference. Work has been underway for about 3 months. Panel at right shows one of turns amid rolling, grass-carpeted terrain. Course is now more than 50% completed for actual racing.

Drake vs. Miles Duel April 7

PALM SPRINGS, Mar. 17 — Despite the recent action by SCCA's San Francisco Region in banning Driver Ken Miles of Hollywood, Lindley Bothwell, L.A. Regional prexy, has accepted the Britisher's entry for the 12th Palm Springs Road Races here April 6-7.

This set the stage for a renewal of the titantic Miles—Bob Drake duel which thrilled fans recently at Paramount Ranch, with Drake hanging two clear defeats in his Cooper Climax over Miles' Porsche Spyder.

The meet stands as an FIA-approved U.S. National event, officials said.

Carroll Shelby, SCCA's 1956 unlimited class kingpin, competes in a Maserati, while Phil Hill has been named for John Edgar's 4.9 Ferrari. Shelby, who said he planned to race in Mexico, changed his mind and decided to vie here instead.

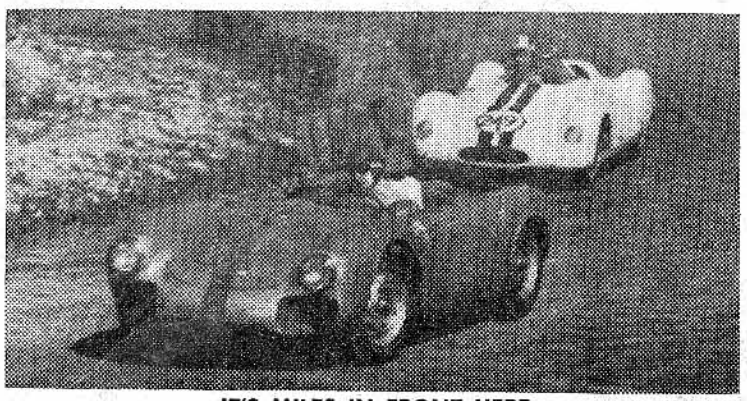
Lou Yates is another potent entry with his Monza Ferrari. Jack Bates wheels a Mercedes 300SL and Johnny Porter handles his usual Porsche 550 Spyder, among other outstanding entrants.

George Cary, Jr., announces his second annual Beer Bust for SCCA members and invited guests at $3 per head at 8 p.m. March 30. Other social activities include the Friday night, April 5, dinner-dance honoring women drivers at the Ranch Club, 7:30 p.m.; Palm Springs concours, 4 p.m., Saturday, April 6, El Mirador, followed by a no-host cocktail party and fashion show; the drivers' dance, also April 6, at Malley Manor, 7:30 p.m.; and the Victory Banquet at Chi-Chi Starlight Room, April 7, 7 p.m., phone Palm Springs 5133 for reservations.

Races start with 5-lap qualifying dashes for Sunday's pole positions 1:30 p.m. on Saturday, April 6, and 10 a.m. April 7. Eight races furnish the Sunday meet on the desert course. Discussions regarding course changes are still under way.

MOTOR RACING

Vol. II—No. 11 **(Published Bi-Weekly) 15c** 44 Mar. 22-29, 1957



IT'S MILES IN FRONT HERE

DRAKE, AUSTIN WIN THRILLERS

BY GUS V. VIGNOLLE

In the greatest under-1500cc main event duel since Sam Weiss nipped Richie Ginther last July at Buchanan Field (when the lead changed hands 13 times), popular Bob Drake administered Ken Miles a sound whumping at the third running of the Paramount Ranch road races on March 10.

Capping a titanic day of racing, Jerry Austin, 45-year-old Arcadia steel fabricator scored a thrilling one-second win over Chuck Daigh in the over-1500cc finals.

Jerry drove his D-Jaguar, Daigh the Thunderbird-powered Troutman-Barnes Special.

Both were spectacular races before a sun-drenched crowd of some 13,000 spectators after heavy rains had ruined the Saturday program, attended by 2000 paid customers, few of whom were on hand at the finish.

POPULAR VICTORY

Drake's victory in Joe Lubin's 1497cc stubby Cooper Climax was a highly popular one. The lead changed hands five times. A thunderous boom echoed through the green-carpeted hills each of the three times the 37-year-old Drake snatched the lead from Miles.

This time Miles was driving

(Continued on Page 9, Col. 3)

New Feature

Another MOTORACING feature is inaugurated in this issue.

It is a technical analysis of the last Paramount Ranch road races, by E. Forbes-Robinson, top-notch driver and former journalist in Honolulu.

His article goes into driving technique and provides the reasons why certain drivers won. Please turn to Page 3 for his story.

Brero, Drake Stockton Race Winners

By GUS V. VIGNOLLE
MOTORACING Staff Correspondent

STOCKTON, Calif. March 17 — It was Lou Brero in the big-bore, and Bob Drake in the under-1500 at the fifth annual Stockton sports car road races here today before one of the biggest crowds ever to witness a Northern California program.

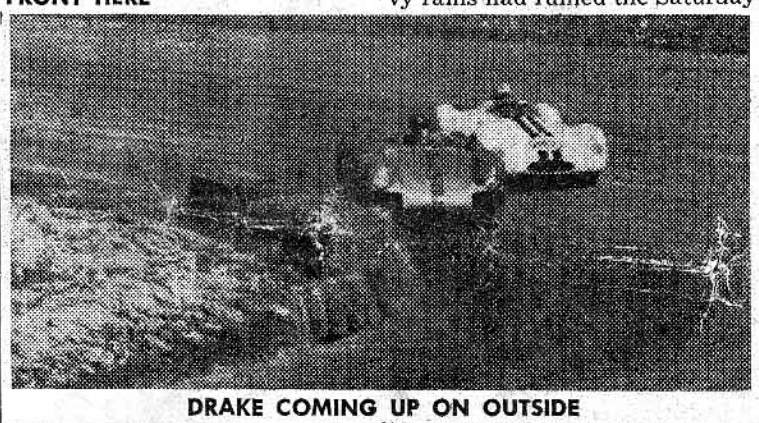
An estimated throng of 25,000 braved cold weather at the popular 2.3-mile course fashioned at the San Joaquin County Airport. Only the Golden Gate Park and Pebble Beach races have drawn more fans to Northern California road races.

Brero won after a spirited duel with Carroll Shelby. He won in a D-Jaguar after Shelby was forced out on the 16th lap with a broken shifting fork in John Edgar's 4.9-liter Ferrari.

Shelby was leading by a good 10 car lengths at the time. The shifting fork broke as the Texan hurtled into turn one. He was unable to get it out of third as he shot into the escape road.

Brero took over immediately and stayed there for the rest of the 33 laps.

(Continued on Page 3, Cols. 1-2)



DRAKE COMING UP ON OUTSIDE

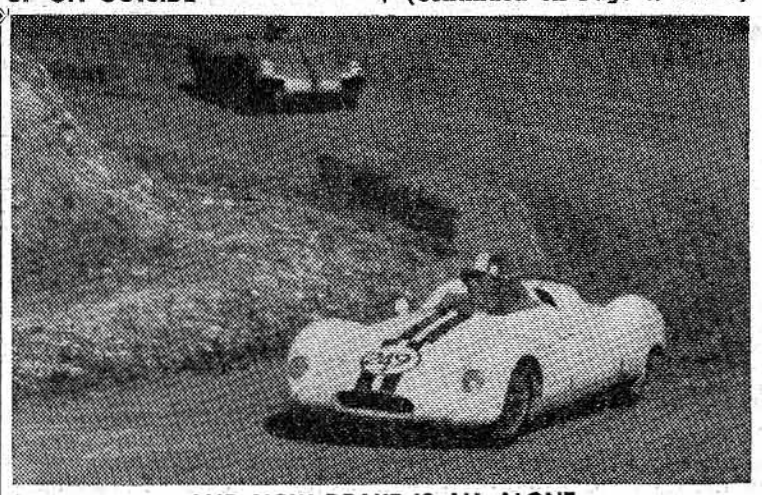
Fangio Set For Sebring

SEBRING, Fla. Mar. 17— The 5.2-mile concrete-and-asphalt course which will resound to the roar of high-powered sports car engines here Mar. 21 through Mar. 24 is being readied for the Florida International 12-hour Grand Prix of Endurance meet.

Under the direction of Allen C. Altvater, airport manager, work is being rushed on control tower and press headquarters.

Latest news highlights are concerned with reports that Juan Manuel Fangio, four-time world's champion from Argentina, will definitely drive despite a plea from his wife that he quit. This followed on the heels of the death last Thursday of Eugenio Castellotti at Modena, Italy, in a practice run with a works Ferrari.

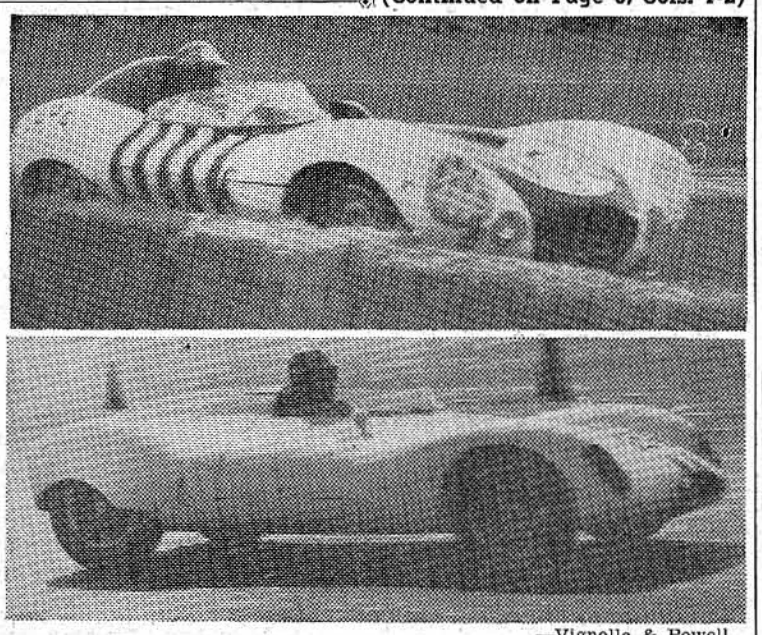
Fangio, in a report from Lodi, Italy, where he attended Castellotti's funeral, said he would drive the Maserati he entered as scheduled. Meantime, Cesare Perdisa, 23, a close friend of Castellotti's, withdrew. This left but one Italian —Luigi Musso— remaining on the Ferrari team.



AND NOW DRAKE IS ALL ALONE

—Vignolle & Powell

SPIRITED ACTION provided thrills in under-1500cc main event at Paramount Ranch races March 10. Early in going (top photo) Ken Miles led Bob Drake. Center photo shows Drake's Cooper Climax catching the Porsche Spyder, and above Drake has it all to himself. Drake also beat him in Saturday race.



—Vignolle & Powell

STOCKTON VICTORS—Top photo shows Lou Brero, popular Arcata, Calif., lumberman, winning the big-bore feature in his D-Jaguar last Sunday at Stockton road races. Below is Bob Drake, in the Cooper Climax, who scored victory in under-1500cc race.

Castellotti Killed

MODENA, Italy, March 14 —Italy's No. 1 driver, Eugenio Castellotti, was killed today when he crashed and was hurled 270 feet beyond a Ferrari he was testing. Driving a new car, he missed a curve of the Aeroautodrome track. The car went over a safety wall, smashing into a concrete block.

Mexico Race Plans Bared

MEXICO CITY, March 17. — Plans were progressing favorably for the fifth running of the Avandaro Circuit sports car road races on the 2.5-mile Valle de Bravo course, according to sources here today. The meet is slated Sunday, April 7, on the uphill-downhill course.

Entries close April 1, with later listings being penalized with a double entry fee. The meet is being staged by the RODA club and Petroleos Mexicanos.

The program: 12 noon—10-lap race, modified touring classes E, F and G. 12:45 p.m.—30-lap race, modified touring classes A, B, C and D. 3 p.m. 50-lap race, all sports category and national mechanics.

SPORTS CATEGORY

Class	1st Place	2nd Place	3rd Place
A	$800	$400	$200
B	$400	$200	$100
C	$400	$200	$100
D	$240	$160	$80
E	$240	$160	$80
F	$240	$160	$80

NATIONAL MECHANICS

A	$400	$240	$120
B	$240	$92	$60

MODIFIED TOURING CATEGORY

A	$200	$100	$60
B	$200	$100	$60
C	$200	$100	$60
D	$200	$100	$60
E	$120	$60	$40
F	$120	$60	$40
G	$120	$60	$40

OVERALL PRIZES FOR SPORTS CATEGORY AND NATIONAL MECHANICS

1st place overall.....$240
2nd place overall.....$160
3rd place overall.....$80

Besides the above cash prizes, each of the first three place winners in each class will receive a solid silver trophy.

HOT NEWS

Interest continues to boom for Hawaii Speed Week, April 19-20-21.

Catch all details on MOTORACING'S tour on Page 10. Can you afford to stay at home?

And now Ken Miles has been banned again—this time by the SF Region of SCCA. Read Tom Wilson's column—Page 7—and Vignettes on Page 8.

• Racing Pow-Wow

By Maury Powell

MORE PHONY PUBLICITY TO PULL IN THE SUCKERS

WHILE WAITING for "The Millionaire" to drop one of those keen checks around, so's we can jolly well be independent enough to really tee-off on some folks who need a certain type of education, let's review some recent happenings. Trouble is, the legal structure is loaded in favor of a guy with plenty of loot to hire ample mouthpieces; the wee ones such as ourselves are lucky if the public defender will so much as let us through the front gate.

One chap who seems to need continual education is **Al Franken,** the tub-thumper for the Cal Club. He has a delicate way of phonying-up big names to crack some last-minute publicity for his accounts, as in the case of **Wes Santee** at Pomona. We gave our readers ample proof from Marine headquarters that Santee's entry was so conditional that indiscriminate use of his name was not fair to the paying public.

This time it was **Pat Flaherty,** 1956 Indy winner, who allegedly was to be "honorary course marshal" at Paramount Ranch. **A. J. Watson,** his chief mechanic, told us that Flaherty had asked to be contacted for final approval the Friday prior to the races, but no one had taken the trouble to do so. Watson said Flaherty is highly incensed over the wrongful use of his name, as fans get the idea he is ducking them or simply being a patsy for certain promoters.

Not Interested in Truthful Material

We just wonder when the people who edit Franken's copy are going to demand truthful, accurate material — or else?

As for the folks who hire boyish Mr. Franken, we can excuse them on the grounds that they simply do not know any better.

We hear that an L. A. Metro newspaperman unthinkingly was a part of the Flaherty phonus. Tch! Tch!

★

The recent flare-up of revolutionary activities in Havana reminds us of a bit of horseplay that occurred during the Grand Prix pre-race festivities involving what may have been an abduction attempt of several topflight drivers.

Juan Manuel Fangio, Count Wolfgang von Tripps, Stirling Moss and **Peter Collins** were among the drivers who attended the fights one night. Following one of the ring brawls, a riot broke out as fans showered soda-pop bottle towards the ring. The fighters, trainers and managers dived for safety underneath the ring.

Shooting Breaks Out in the Joint

Bodyguards for the visiting officials and drivers fired into the ceiling in an attempt to restore order; meanwhile, the GP boys headed for the nearest exits. Doubtless the quickest out was Collins, who was honeymooning in Havana with his charming bride, the former **Louis King.** Bringing up the rear was Fangio, who was carrying more unsprung weight.

While the gendarmes blasted away with their artillery, young **Tom Burnside** of Time-Life was doing likewise with his 35mm. camera until one of those typical villainous "Pancho Villa" type uniformed blokes massaged Tom's solar plexus with a loaded weapon that looked to Tom like one of the "Twelve Apostle" cannons at Morro Castle.

Pancho snatched away the Leica, removed the film and returned the camera to Tom, who forthwith weighed anchor. Outside he grabbed a cab which he shakily ordered to head for the beautiful Tropicana night club where he could forget his troubles while gandering at the bevy of chorus beauties as solemn waiters brought him copious quantities of frozen daiquiries.

We hope Juan Manuel enjoys the twenty grand he collected in Havana—but it's our guess he'll think twice about returning for more pesos. He got $7,000 appearance, five-G's from Esso sponsorship, three-G's for winning, and another five in various endorsements. That should help get his Vespa dealership well established in Argentina all right!

We have been asked why only 18 cars started the Cuban GP. Well, one reason is that the Constitution happened to arrive in New York just when the dock strike was on. The ship's captain put the liner into a four-wheel drift as he headed back to Europe and in her hold there remained four Ferraris, three Maseratis and two Gordinis, with all the latest goodies.

That acquatic U-turn cost the promoters nine good autos, but the show, as reported in MOTORACING last issue, was a corker from every standpoint regardless.

We hope PRESIDENT BATISTA bats the living hell out of the rebs, for our scrutiny of the island leads us to believe he's done much to lift the republic out of its backward doldrums.

★

Illegal Ride in Stock Car Race

While visiting the Skate 'n' Spur, operated by Jockey **Ray York,** Ice Skater **Larry Jackson** and Baseballer **Gerry Priddy,** the other night to view speed movies, we learned that York had been taken on an illegal ride by a competing driver during a recent stock car race.

It happened at Pomona in a USAC-sanctioned event staged by a chap who sings "safety" to high heavens, but evidently is unaware of dangerous incidents right under his proboscis.

The driver stopped the machine on a comparatively deserted stretch, took aboard York, who hid in the rear-floor area where he was strapped in and the driver then continued in the race.

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2 PORSCHE SPYDERS — 1955 completely overhauled, the 1956 nearly new. Run less than 12 hours. Any reasonable offer considered. 901 N. La Brea, Inglewood. OR. 8-4323.

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SIATA SPYDER. 2000 total miles. With or without TD MG class G (1250cc) engine. Make offer or trade. EMpire 2-1877 after 6 p.m. H. Crown, 14716 Nordhoff Ave., Van Nuys.

JAG SPECIAL. Mag wheels, Hallbrand Q.C. rear axle Tube frame, dry weight, 1800 pounds. Never run since rebuilt. Make offer, trade, or will sell engine & gear box separately. EMpire 2-1877 after 6 p.m. H. Crown, 14716 Nordhoff Ave., Van Nuys.

RACING PISTONS—Mercedes 300SL. Standard to .100 over-size bore. 8 or 10 to 1 compression ratio. Max Balchowsky, NO. 1-0252.

FERRARI ENGINE (2 liter V-12) and five speed Ferrari gear box. Engine complete with spare crank, cams, valves, clutch, etc., but disassembled. Gear box never used since complete rebuild & ready to go. Priced for quick sale at $850 FOB Seattle. Contact Al Kleinberg Jr., 444 39th Ave. No., Seattle 2, Wn or phone CApital 5432.

MIDGET, KURTIS V8 No. 11, second in URA Grand Prix; real sharp; $15000 sale price includes trailer, wheels, spare parts. Only raced 5 times in 1956. Terrific buy—contact Kenny Olympius, Mobilgas Station, 17400 Hawthorne Blvd., Torrance. FRontier 9-1034.

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14851 Whittier Blvd., Whittier

Track Hearing Due

Because of tremendous opposition from property owners voiced during a Gardena Valley planning commission meeting March 11, a special hearing on application to build a new half-mile motor track at South Vermont Avenue and 182nd Street in Gardena will be held in the L.A. City Council Chambers 10 a.m. Thursday, April 4.

The special hearing was called by John Gibson, council president, who was present when violent protests to the proposed track came from residents and businessmen in Gardena.

Ariz. Race Award Earned by Bird

TUCSON, Ariz., March 20—At the recent annual meeting of the Southern Arizona Sports Car Club, outgoing president Jack Rowe and newly-elected president Dr. Ian Chesser presented the H. Allen Chapman Racing Award to Tracy Bird in recognition of his competition record during the past year.

Bird, Tucson insurance executive, earned his points at Wilcox, Ariz.; Ft. Sumner, N.M.; Stillwater, Okla., and Palm Springs.

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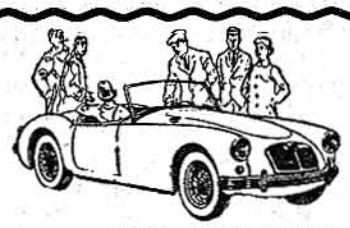

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PARTIALLY CONSTRUCTED SPORTS CAR. Consists of the following: English Standard Chassis, Ford 60-V8 engine; Studebaker transmission overdrive and rear end. 46" tread 74" wheel base. Bucket seats & new radiator. Richardson, 7401 Blewett, Van Nuys. STate 5-7932.

1956 JAGUAR 2.4 SEDAN. Like new, 4500 miles, white with red leather, white sidewalls. $260 Becker radio, MC cams, tuned by Bill Corey. Cost over $4200, sell for $3495. EX 8-5898 evenings.

ALVIS ROADSTER '53, coach work by APM Coventry. Very good condition. By owner. For inspection of car, arrange with Worldwide, GR 7-6739.

AUSTIN-HEALEY 1956, 15,000 miles, white with red trim. Will trade for station wagon. Bob McKee, ORchard 1-3630.

GIULIETTA ALFA ROMEO Sprint Veloce, 1956. 110 hp. Write Box P, Motoracing.

(Continued on Page 5, Cols. 4-5)

• Vignettes

By Gus V. Vignolle

ANOTHER BAN FOR MILES— THIS TIME AT STOCKTON

(Continued from Page 1)

The 49-year-old lumberman from Arcata, Calif., lapped everyone except Bill Murphy, who finished second in the Buick-Kurtis, and the entire field twice except Murphy and Jack Graham, who took third in Corvette-powered Aston.

Eldon Beagle was fourth in a Porsche Spyder, while Ruth Levy, doing a remarkable job, was fifth. She drove Edgar's Spyder and might have taken fourth over-all had she avoided some hay bales after geeting jammed up in traffic on turn four late in the going

Brero's win was cause for great jubilation among the Jaguar folk, for only the week before Jerry Austin triumphed in the Coventry product at Paramount Ranch in Southern California. He averaged 73mph for the 75.9 miles.

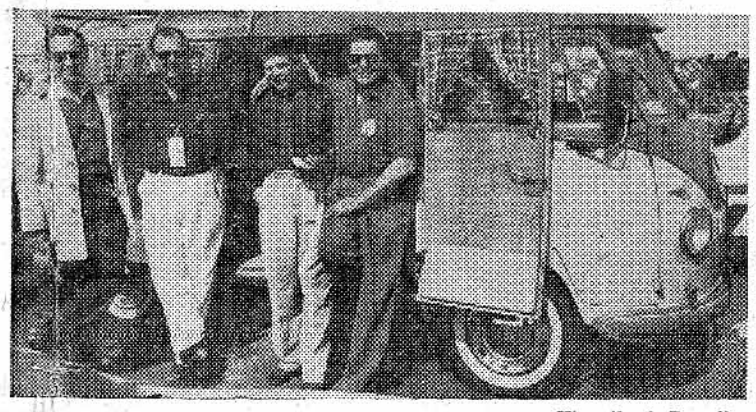
Lou, who raced in Europe for two seasons more than 30 years ago and here since 1953, led for the first three laps, with Shelby always close behind. Carroll was in front from the fourth until he was forced out.

Brero, one of the most popular drivers in the game, last won at Buchanan Field in 1956, and is best known to Southern Californians for his D-Jag win in one of the Torrey Pines six-hour enduros.

Two laps after Brero took over he was involved in one of the most harrowing spins ever seen. Booming down the main straight, the car got away from him and spun for 350 feet before he could straighten out the mount.

The only double winner was the sensational Bob Oker, Whittier, driving Ed Savin Sports Cars' equally sensational AC Ace-Bristol. He was given a tremendous ovation by the crowd after winning both the big and small production car races.

His victory was protested by Rusty Hyde, whose Triumph TR-3 was driven to second place by Bob Cole in the small produc-



—Vignolle & Powell

GATHERED IN front of MOTORACING Volkswagen press bus provided at Stockton road races last Saturday and Sunday are these four bon vivants. Left to right: Bill Keating, vice-president in charge of operations for Transocean Air Lines, which is flying most of drivers and fans to Hawaii races; Frank Rhode, of Transport Motors, Oakland, which provided the bus; Tom Wilson, MOTORACING columnist, and Chick Leson, well-known Northern Calif. driver.

tion go. A lot of the northerners said they felt Oker's car is anything but production, a feeling also expressed by a number of Southern Californians laced by the Ace-Bristol.

They Didn't Tear Down the Car

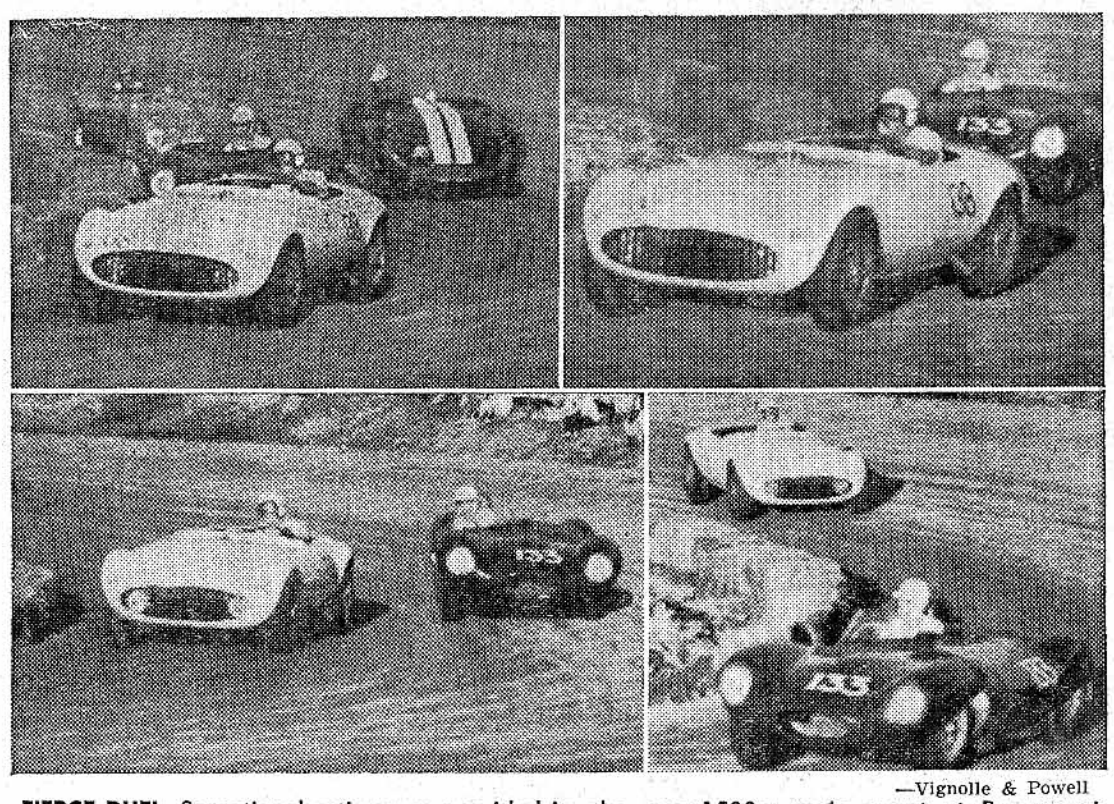
The car was not torn down, officials saying they did not have the marque's specs. They said they would turn the matter of following up the protest to the Los Angeles Region of the Sports Car Club of America.

Oker flew by Jimmy Orr, who also was driving a new Ace-Bristol, and a flock of Corvettes like they were standing still. He gave the Jaguars, Healeys and all others a merciless beating.

Coming off his Paramount victory, Drake looked great again as the Los Angeles restaurateur and saloon-keeper finished ahead of John Fox, Lotus Climax 1500 in the under-1500 main go. Beagle a muchly-improved driver, took third in a Porsche Spyder, followed by Sammy Weiss and Ruth Levy, also in Spyders.

Fox was the early leader, but those aware of the capabilities of Joe Lubin's 1497cc Climax-powered Cooper knew it wouldn't last long. It didn't. It was a good race, however, and at one juncture, about midway in the 33-lapper, Fox took the lead momentarily. In a jiffy, Drake again was in charge.

(Continued on Page 8, Cols. 1-2)



—Vignolle & Powell

FIERCE DUEL—Sensational action was provided in the over-1500cc main event at Paramount Ranch by Jerry Austin (133), in a D-Jaguar, and Chuck Daigh (138), in a Thunderbird-powered Troutman-Barnes Special. Upper left: Austin is immediately behind Daigh, followed by Richie Ginther, Aston Martin, and Lou Brero (on outside), Ferrari Monza; right: Austin is still in close pursuit; lower left: Austin is coming up on the outside; right: Austin has taken over and increases his lead. Photos were taken at turn 5. Austin won thriller by one second.

SEIFRIED WINS PRO RACE MEET

WILLOW SPRINGS, Mar. 17—Believed to be the first major victory posted by a local driver in speed events on this 2.5-mile paved Willow Springs Road Course, Richard Seifried of Palmdale won the over 1500cc modified feature here today before 5,000 fans. He drove a Kurtis 500 powered with a Mercury mill.

Second by a half-lap in the Triple R pro meet was Don Driscoll, Long Beach, Buick Special, while third money went to Billy Cantrell, Anaheim, long-time midget ace, in an Offy Special.

No times were announced. Reduced by bad weather, the competing fields included but 58 instead of an expected 75 to 100 cars.

The under 1500cc feature was taken by Cantrell, followed a scant three lengths back by Dr. William Escherich, Burbank, Siata, and Bill Russell, Maywood, Morris Minor Special.

Bart Spiegelman, Jag-Kurtis, and Bill Krause, D Jag, led the big-bore feature during various stages but went out with mechanical ailments. In a prelim event, four cars were involved in a spectacular mishap due to a wet track caused by drizzles,

SUMMARY

Race 1, 5 laps, sedans—1, Jim Velek, Simca; 2, James Cory, Panhard; 3, Millard Schwartz, Hillman.

Race 2, 12 laps, under 1500cc prod.—1, Floyd Burt, MGTC; Jack Gleghorn, MGTC; 3, Eugene Scholl, MG-A.

Race 3, 12 laps over 1500cc prod.—1, Grady Williams, Jag XK120; 2, Jack Furcho, Jag XK140; 3, Rick Kislingbury, Triumph TR2.

Race 4, 22 laps, under 1500cc mod.—1, Billy Cantrell, Offy Spl.; 2, Dr. Bill Escherich, Siata; 3, Bill Russell, Morris Minor Spl.

Race 5, 8 laps, Formula Libre—1, Earl Miller, Buick Spl.; 2, Hal Minyard, Offy Spl.; 3, Bob Schilling, V8 Ford Spl.

Race 6, 34 laps, over 1500cc mod.—1, Dick Seifried, Kurtis 500; 2, Don Driscoll, Buick Spl.; 3, Cantrell, Offy Spl.

NOTE: RRR officials announced they would return here for another race meet Sunday, April 28.

Technical Analysis:

Insight Into Paramount Duels Given by Writer

BY E. FORBES-ROBINSON

(Noted Australian production car driver and former journalist)

From the starting line to the first corner was a very important factor in both the under-1500cc modified and the over-1500cc modified races at Paramount Ranch on Saturday.

However, this did not hold true in either race Sunday, as the lead in both cases changed many times. In the under-1500cc, Bob Drake and Ken Miles put up a tremendous performance, considering that Miles' clutch went out from something which came loose within the clutch itself, and in thrashing around broke the Bell-housing in about eight places, and rendered the clutch inoperative.

This made the difference in Miles' shifting, which should have slowed him up considerably, while Bob, not to be outdone, lost the use of his second gear, and was running the latter part of the race without it.

In spite of this, both were lapping faster in the last half of the race. Bob held the edge in lap times at 1:34.5. Ken's best time by our watch was 1:35. This was the finest performance and best race I have ever seen in the under-1500cc.

INTERESTING ACTION

In the over-1500cc event some very interesting events took place. Richie Ginther and Eric Hauser were side by side going into turn 1 from the starting grid. Eric was on the inside, Richie, on the outside, waited and wondered why Eric was holding it so long. What he did not know was that Eric's throttle was stuck, and that he had a great big handful of Balchowsky Special he was trying to manhandle into turn 1.

By the time Eric got the car headed around the corner, Richie was forced to the outside of the track, and that's putting it mildly. He just kept climbing that green bank until he was perched high and dry, watching the race go by beneath him.

Driving beautifully out of all this traffic jam in turn 1 came Chuck Daigh in the Troutman-Barnes Special, leading the pack, with Jerry Austin piloting the D-Jaguar, in hot pursuit. Then came Lou Brero in the Monga and Bruce Kessler in the Testa Rossa, with Jack Bates in fifth spot.

Ginther pulled on to the course at the tail end of the pack and started what would seem to be a rather hopeless task of overtaking the leaders. But he moved into third on the 17th lap, finishing in that spot.

About half way through the race Daigh was coming up on the back of Gil Bloemendaal, who apparently hit his brakes too hard going into turn 4. Chuck rammed him in the back end, bending the farring down on his own car. It partially blocked the radiator, causing his car to overheat if he pushed it too hard. In addition, there was an oil leak in the cockpit, causing his shoes and pedals to be covered with oil.

KNX to Air Sebring Race

KNX will cover the big 12-hour Sebring race exclusively with following spots on radio (all times are Los Angeles time):

10:22 a.m.—first broadcast (about 2 hours after start).
11:30 a.m.—15 minutes.
6 p.m.—15 minutes.
7:05-7:30 p.m.—The finish.

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• Up the Straights

By Jim Mourning

SWEEPING OUT THAT OLD CONTEST BOARD FINE MOVE

EVERYONE WILL please stand while we pin a medal on the CSCC. Not that we're going to pin the medal in a position that's accessible only when standing. It's just that we think the situation is rare enough to call for something a little special in the way of ceremony.

Lest our critics begin to nod their heads knowingly and whisper that we've been bought off by the Pharaohs, leave us hasten to add that all this hoop-de-doo is prompted by the fact that word has just trickled through to us concerning the club's new Competition Committee.

In the past, we haven't been too happy with this august body. Some of its members had a tendency to be a mite high-handed and were inclined to indulge in the same sort of shinnanigans that they roasted the peasants for. But since they weren't elected officials and had infultrated the club's upper echelons, shindying with them had all the charm of battering your cranium against a stone wall. And it was just about as futile.

TOPNOTCH GROUP

Now the wall battering isn't [illegible] Without even one bump, the lads who had somehow lost touch with the men in the ranks have been replaced by a group consisting of **Perry Peron, Curt Warshawsky, Eric Hauser, E. Forbes-Robinson, Bob Plass and Ed Barker.**

And in case anyone is interested, we're particularly pleased to notice the presence on the new panel of Curt Warshawsky, the club's chief technical inspector. It never seemed quite right to us that the bonnie claque that had virtual life-and-death power over competitors should reach technical decisions without a vote by the man who knows the most about such things.

In all fairness, of course, it should be pointed out that the chief technical inspector was usually asked to set in on the sessions of the Competition Committee. But an outsider acting as an observer and an active member of the committee are two very different things indeed.

NEW REGULATIONS?

Although we've received no confirmation of the fact, we have heard it bandied about hither and yon that the presence of the technical pundit is already being felt. In the event that word has failed to reach one and all, a certain group within the club has been agitating for lo these many moons to get a new set of technical regulations. We understand that the new committee is now giving the matter some very serious mauling.

Unfortunately, we haven't had the opportunity of studying the proposed changes, but we've always had confidence in the club's technical committee and can find no reason to stop now.

So, stand up, gentlemen. Step forward and get pinned.

Don Diego Rallye Won By Corvette

By WALT GLASSETT

Posting the phenomenal total error of only 11 seconds, Florence Stevens and Don Royer won the Seventh Annual Don Diego Rallye to take the lead in the Southern California Council of Sports Car Clubs Championship Rallye competition.

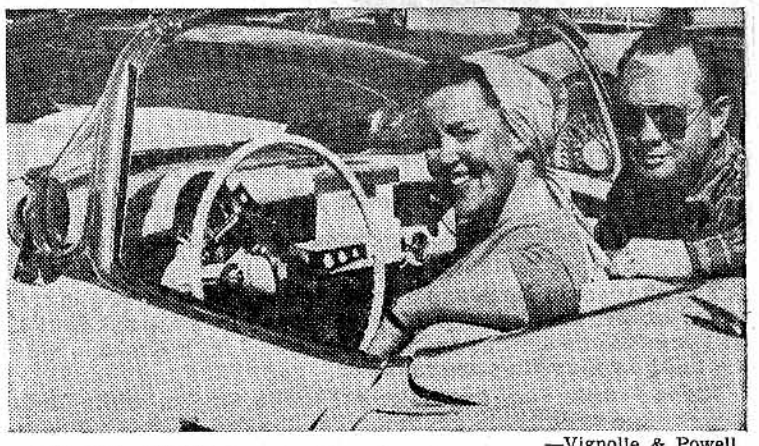
Two hundred fifty contestants drove 225 miles Sunday, Feb. 24, and were clocked in at six check points scattered over San Diego County.

The winners drove a 1957 Corvette to the first win for an American car in Championship Rallye competition. It was Florence Stevens' first entry in a big rallye and Royer's first try as a navigator. (He won the drivers' championship last year.) They hail from Hughes Employees Assn. Sports Car Club.

San Diego Sports Car Club staged the highly-successful event.

Doug Bailey, with Margaret Wackerle doing the navigating, placed a close second with a total error of 25 seconds. There were many good scores, indicating there will be some terrific competition this year.

An excellent method of timing-in cars was introduced at check points, using telephone signals from the time-in point to the checker's table. Every detail had been carefully considered, even to giving contestants a definition of terms in prerallye instructions. Given averages were not as fast as in past years, so the driving was not as interesting, and this also accounted for some of the good scores.



—Vignolle & Powell

RUGGED TEAM—For the first time in a big, important rallye, an American sports car—a Corvette—bested the importations. In winning car is tandem of Driver Flo Stevens and Navigator Don Royer, victors in Don Diego Rallye. They hail from Hughes Employees Ass'n. Sports Car Club. They had 11-second error.

LEADERS

Pl.	Error	Driv.	Nav.	Club	Car Make
1	:11	Stevens	Royer	Hughes	Corv.
2	:25	Bailey	Wackerle	LBMG	MG
3	:32	Hanna	D. Flude	Nor.	AH 100
4	:34	Frank	Stratton	Loc.	AH 100
5	:36	Kreidel	Kreidel	LBMG	TR-2
6	:42	Glassett	Morrow	Loc.	Prche.
7	:44	Sparks	Sparks	Doug.	T-Bird
8	:50	Donahower	Larsen	Pac.	Alfa
9	:55	Pollock	Holden	Trl. OC	TR-3
10	1:00	Vehle	Schmeid	LBMG	MG-A

TEAMS

Place	Club	Total Error
1	Long Beach MG	2:01
2	Northrop	3:52
3	Hughes	5:02
4	Lockheed	5:35
5	SM Douglas	5:40

SPECIAL AWARDS

Best of Jaguar—K. Kadoch 1:04
Best of Healey—W. Hanna ..... :32
Best of Triumph—S. Kreidel ..... :36
Best of Alfa—R. Donahower ..... :50
Best of MG—D. Bailey ..... :25
Best of VW—S. Martin 3:10
Best of Porsche—W. Glassett ..... :42
Best of M. Benz—D. Buell 3.26
Best of Rapier—T. Higgins 5:38
Best of American—F. Stevens ..... :11
Rootes Group—T. Higgins 5:38

Boo-Boo Award: Last man of the last-place team, L. Prentice, Besco, 53:57; Club Participation Awards: San Diego County Convair, 17 members: Clubs outside of San Diego County, Compton FCCA, 13 members, SM Douglas, 13 members: Long Distance Award: 1. Chesser, S. Arizona Sports Car Club; Good Sportsmanship Award: R. Piercey and R. Piercy, SM FCCA, for rendering assistance at scene of accident along the route.

Perdisa Quits

MODENA, Italy, Mar. 17—The works Ferrari team leaves for the 12-hour Grand Prix of Endurance at Sebring, Fla., but only one Italian remains following the death last Thursday of Eugenio Castellotti and the subsequent withdrawal of his close friend, Cesare Perdisa.

It was learned that the wife of Juan Manuel Fangio had telephoned him from their home in Argentina begging him to quit racing, but that he had refused.

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Winning Rallye Techniques

By Gail Ann Holden
1956 SCCSCC CHAMPION NAVIGATOR

HOW TO COMPENSATE FOR THAT ODOMETER LAG

MOST ODOMETERS will not begin to measure mileage immediately after being reset. This hesitation is referred to as the odometer lag. The effect of this lag on navigational computations can best be explained by a mathematical example:

1, Select any fraction, such as ¾; 2, Select any small number, like 2; 3, Multiply both numerator and denominator of the fraction by the same small number. (3x2/4x2 is equal to 6/8); 4, Compare the original fraction with the answer obtained, and note that the two fractions are equal. (6/8 is equal to ¾); 5, Now add or subtract the same small number from both numerator and denominator of the original fraction. (3+2/4+2 is equal to 5/6 or 3-2/4-2 is equal to ½); 6, Again compare the original fraction with the answer obtained. Note that the two fractions are **not** equal. (Neither 5/6 nor ½ equal ¾).

This basic mathematical law can be applied to mileage measurement. Example: An odometer has a lag of .03 miles. In 10 miles this odometer will read 9.97 miles (10.00—0.03). In five miles it will read 4.97 miles (5.00—0.03). In order to make accurate computations the ratio between 4.97 and 9.97 would have to be proportional to the ratio between 5 and 10. But 5/10 is equal to ½ and 4.97/9.97 is not.

There are several ways to determine the amount of lag in an odometer. It can be done most simply in the following manner:

1. Lay out a rectangular course around four to eight city blocks; 2. Select some definite mark along this course as your starting point; 3. Zero your odometer at the selected point; 4. Proceed around the course; 5. When you return to the starting point, note your odometer reading to the nearest hundreth of a mile; 6. **Do not** zero your odometer; 7. Drive the course again; 8. When you return to the starting point the second time, again note your reading to the nearest hundredth; 9. Double the first reading, and subtract this total from the second reading (this figure represents your estimated lag); 10. Continue around the course four more times; 11. Note your final odometer reading; 12. Subtract the reading taken in step five from the reading taken in step 11, and divide the remainder by five (this figure represents the actual distance around the course); 13. Zero your odometer, and set it up the amount of your first estimated lag (step nine); 14. Drive the course five times; 15. Note your odometer reading; 16. Divide this reading by five (if this figure agrees with the figure obtained in step 12, your first estimated lag is correct); Repeat steps three through nine and 13 through 16 as many times as might be necessary to attain agreement between steps 12 and 16.

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• Checkered Flag

By Art Lauring
Los Angeles Times Columnist

SO VON NEUMANN UPS AND TAKES OVER THE FERRARI

ONCE UPON a time a Texan while visiting Gotham was displeased with the hotel coffee served him.

When he mildly complained, the maitre d' bade him stuff it, or used similar words. As the legend hath it, the Lone Star boy thereupon bought the establishment, fired the chef, maitre d' and manager—just to have coffee brewed to his own taste.

Locally, we seem to have a true-life counterpart of this legend. We now speak of John (Call me Tex) Von Neumann, successful young-man-about — Porsche-Volkswagen. For many months John has been racing Ferraris. For many months he (as have many other owners of the low-slung machinery fabricated in the boot-shaped land) bitterly complained about the cavalier indifference of the Ferrari factory to complaints anent spare parts, servicing and other activities which should be part and parcel with the purchase of $10,000-plus machinery.

NASSAU DID IT

Evidently his experiene with the Ferrari representatives in the recent Nassau jamboree "did it!" Other Ferrari owner-drivers are now going the Maserati route, not Johann. Like the fabeled Texan, he "bought out the joint!"

He is now, to all intents and purposes Mr. Ferrari in the Southland. Currently his becoming a distributor of sorts is one of those it-can't-as-yet-be-disclosed affairs. But henceforth Ferrari owners should be able to get action. He is going to have an ample supply of parts and is now building up a stable of competent specialists who are familiar with the cranky bombs.

★

PARTS BIN: . . . The recent Paramount hassle was not only one of the most exciting races staged but also provocative of much thought. This writer refers to the fantastic performances turned in by back-yard bombs versus fancy, factory-inspired imported machinery! After evaluating the contest between Jerry Austin and his D-Jag and Chuck Daigh pushing the Thunderbird-engined Troutman-Barnes Special it should become obvious to the most pinheaded that the furrin car-makers (AND Detroit) had best see what the boys in the back yards are up to. If our local characters can come up with bombs like Daigh's beetle and Hauser's Balchowsky-fabricated Morgensen at a cost so low 'tis painful, then imagine what could happen should these starry-eyed builders get access to big money!

In this chronicler's humble opinion it is high time that some of the local moneybaggers got patriotic and turned these lads loose to design a car that would really "take" the European sportster circuits. Cunningham tried, of course, but the trouble was that he had too many factory "experts" yakking in his ear. The result was cars that were too heavy. . . . . Again referring to Paramount: the big-inch car drivers, during the feature event, had trouble trying to see despite a glaring, setting sun, at turn 5. That caused a number of spin-outs which could have resulted in injuries. Why don't drivers use colored goggles?

Stock Cars Race at Gardena April 6

Full scale operations are scheduled to begin Saturday night, April 6, at Gardena Stadium, it was disclosed by Track Operators Tom Haynes and Harry Schooler. The curtain-raiser calls for a 200-lap NASCAR late model stock car feature April 6.

USAC midget autos cavort April 13, with the 20th dark at present. On Saturday night, April 27th, the powerful CRA sprint cars make their first outing on the quarter-mile clay oval. The Sunday afternoon schedule features CJA jalopies and NASCAR modifieds alternating weekly in the KTLA telecast spot.

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'53 MG SPECIAL (No. 79). Completely overhauled, good tires, Borroni wheels. Comes complete with trailer, extra rear end, 2 extra tires, extra Weber carburetor. MAKE OFFER. John Sousa, TU 6177.

MG TC '49. 60% reconditioned. Must see to appreciate. GI must sacrifice. 720 No. Frederick St., Burbank.

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ACE-BRISTOL 1957. Dark Grey metallic with red leather upholstery and black top and carpets. Extras include oil, radiator, racing cowl and windscreen, Aceca bumpers and seat belts. Never raced or scratched. 2500 miles. $5000. Greg D'Nelly, 259 19th St., Santa Monica. EX 5-9505.

MERCEDES 300 SL, 1956, all aluminum body. Competition type. Write Box T Motoracing.

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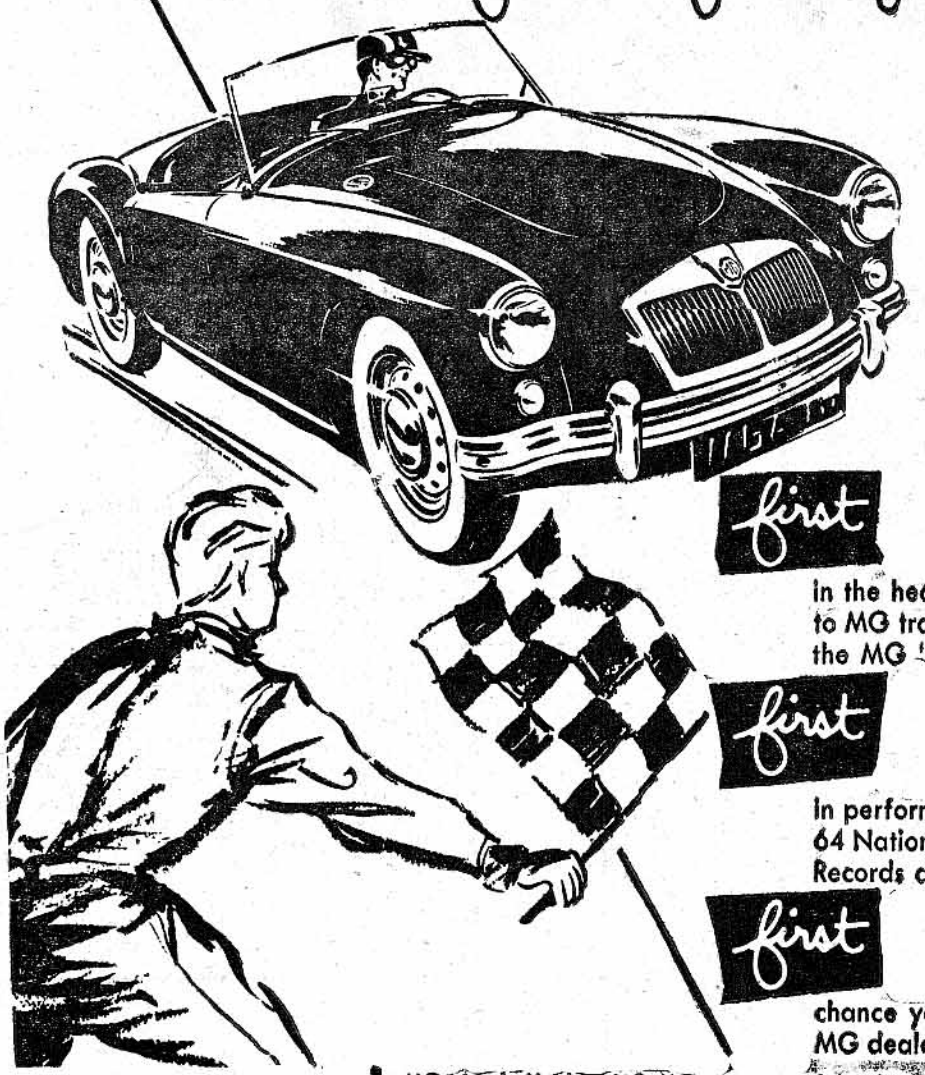

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SATURDAY, MARCH 9

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RACE 2—Prod. under 1300cc. Time, 19:45. Laps, 10. Avg., 60.8. Miles, 20.

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class F	Position
1	51		Woodward, Fred	Alfa Romeo S.S.	1	
2	170	18	Cooper, Wm.	Alfa Romeo Giu.	2	
3	67	34	Kessinger, Chas.	Alfa Romeo S.	3	
4	226	38	Snider, John	MGTF	4*	
5	28	43½	Garlic Walter	Alfa Romeo V.	5	
6	20	44	Patton, Robt.	Alfa Romeo Giu.	6	
7	145	55	Spencer, Lewis	Morgan +4	7	
8	155	58	Newman, Fred	MGTD	8*	
9	313	90	de Lado, Geo.	MGTD	9*	
10	128	105	Scurlock, Robt.	MG MkII	10*	
11	85	106	Catron, Joe	Simca Aronde	11	
12	00	128	Hosch, Martin	Alfa Romeo S.	12	
13	82	1L85	Hanson, Gordon	MGTD	13*	
14	0	4L117	Honeter, Jim	MGTF	14*	

*—MG under 1300.
9 under 1300cc MGs, 8 others. Did not finish—41, Bill Benck, MGTD, ignition trouble; 47, Jack Dair, MGTF, couldn't see (raining); 237, Sam Taylor, too wet.

RACE 3—Prod. 130cc to 1500cc. Time, 11:23. Laps, 6. Avg., 62.2. Miles, 12.

					F	
1	24		Barker, Ed	Porsche S.S.	1	
2	72	20	Moore, Jimmy	Porsche S.S.	2	
3	81	21	Hills, Jay	Porsche C.S.	3	
4	77	22	Forbes-Robinson, E.	MGA	4	
5	62	25	Lumkin, J. E.	MGA	5	
6	110	26	Dixon, John	MGA	6	
7	175	31	Schulman, Robert	MGA	7	
8	105	33	Dillaway, George	MGTF	8	
9	194	43	Nichols Frank	MGA	9	
10	160	45	Brigham, Robert	MGA	10	
11	168	73	Schillreff G. H.	MGA	11	
12	94	78	Seeger, Paul	MGTF	12	
13	177	87	Nixon, Jay	MGA	13	
14	61	88	Aumier, Pete	MGA	14	
15	318	107	Gary, Nelson	Porsche C.	15	
16	89	137	Pickering, Ray	MGA	16	

16F starters. No retirements.

RACE 4—Prod. 1500 to 2000. Time, 10:50. Laps, 6. Avg., 66.5. Miles, 12.

					E	
1	59		Oker, Bob	A.C. Ace-Bristol	1	
2	204	15	Hulette, Don	Arnolt-Bristol	2	
3	711	28	Dixon, Bill	Siata Fiat	3	
4	152	29	Spears, George	Porsche Spdst.	4	
5	200	33	Drake, Bob	Triumph TR3	5	
6	159	46	Haggerty, John	A.C. Bristol	6	
7	48	50	Crowder, Gordon	A.C. Bristol	7	
8	213	51	Winberg, Charles	Morgan TR3	8	
9	216	53	Bower, Rod	Triumph TR2	9	
10	500	54	Hardy, Lyle	Triumph TR3	10	
11	31	55	Bucknum, Ronnie	Porsche Spdst.	11	
12	144	99	Simon, Harvey	A.C. Ace	12	

13E starters. Did not finish—99, Eugene Levin, TR3, hit hay on turn 11.

RACE 5—Prod. over 2000 cc. Time, 10:55. Laps, 6. Avg. 66. Miles, 12.

					C	D
1	38		Bates, Jack	Mercedes 300SL		1
2	125	26	Clark, Laurence	Corvette	1	
3	69	40	Weller, Bob	Jag XK 140MC	2	
4	80	41	Matthews, Jim	Jag XK 120	3	
5	22	43	Bloemendaal, Gil	Austin-Healey		2
6	109	44	Padock, Richard	Jag XK 140	4	
7	154	50	Bagley, John	Austin-Healey		3
8	167	74	Robles, Mell	Jag XK 120	5	
9	46	79	Boyle, Jack	Austin-Healey		4
10	63	80	Breskovich, Jack	Austin-Healey		5
11	250	82	Coffin, James	Austin-Healey		6
12	228	88	Rice, Patrick	Austin-Healey		7
13	36	113	Gould, R. C.	Austin-Healey		8

5C, 10D, 15 starters. Did not finish—10, Lek von Kaesborg, Mercedes 300SL, hit mud puddle, which splashed his windshield so that he couldn't see; 174, Jack Hathorn, AH, blew head gasket, broke piston.

RACE 6—Form III, Form Libre. Time, 10:55. Laps, 6. Avg., 66. Miles, 12.

					III	F.L.
1	86		Ormsbee, Ralph	Cooper-Norton	1	
2	101	23	Morrow, Harry	JBS NORTON	2	
3	19	27	Meehan, Thomas	Cooper Mk V	3	
4	184	72	Livingstone, Frank	Eliminator		1
5	212	1L212	Dane, Stuart	Dane Triumph	4	
6	68	2L45	Lamoureaux, Terry	Non Pareil	5	

7 III, 1 FL, 8 starters. Did not finish—9, Bob Korst, Effyh Gran Prix, broken Universal joint; 21, Jack Brink, Brink Special, slipping clutch.

RACE 7—Mod. under 1100cc. Time, 11:30. Laps, 6. Avg., 62.6. Miles, 12.

					G	H
1	44		Monise, Frank	Lotus	1	
2	91	1	Mayer, Harvey	Lotus	2	
3	131	44	Parkinson, Jim	Renault DB		1
4	102	63	Nethercutt, Jack	Lotus	3	
5	75	64	Burgraff, Dr. H.	Devin Panhard		2
6	73	65	Peron, Perry	Nichols Panhard		3
7	33	71	Wilder, Jack	Nichols Panhard		4
8	32	72	Holbrook, Robt.	Crosley Sp.		5
9	111	84	Bundy, Cliff	Crosley		6
10	65	85	Tomerlin, Ed	Panhard Monzetta		7
11	116	92	Schroeder, Chuck	Lotus Climax	4	
12	37	94	Brown, Jack	Crosley Sp.		8
13	214	109	Brigandi, Karl	Abarth Spy	5	
14	114	110	Bucklein, Stan	Panhard	6	
15	39	122	Verrecchia, Vic	Crosley Sp.		9
16	60	170	Starbuck, James	Crosley		10
17	197	1L8	Miller, Don	Crosley		11
18	104	27	Wheeler, Wm.	Panhard	7	

7G, 11H, 18 starters. No retirements.

RACE 7a—Mod. 1100cc to 1500cc. Time, 10:25. Laps, 6. Avg., 67.1. Miles, 12.

					F	
1	249		Drake, Bob	Cooper Climax	1	
2	50	3	Miles, Ken	Porsche Spyd.	2	
3	117	36	Hanford, Harry C.	MG Spec.	3	
4	27	63	Curtis, Eugene	Osca.	4	
5	7	65	Wheeler, Howard	Osca MT4	5	
6	23	66	Timanus, John	Lotus MG	6	
7	169	67	Porter, John	Porsche Spyd.	7	
8	129	109	Betteley, Dick	MG Spec.	8	
9	225	111	Chaffee, Jim	MG Spec.	9	

10F starters. Did not finish—153, Bob Chamberlain, MGTC, clutch linkage broke.

RACE 8—Mod. over 1500cc. Time, 10:57. Laps, 6. Avg. 65.8. Miles, 12.

					B	C	D	E
1	171		Hauser, Eric	Balchowsky	1			
2	108	14	Brero, Louis	Ferrari			1	
3	49	15	Ginther, Richie	Aston Martin			2	
4	138	20	Daigh, Chuck	Troutman Barnes	2			
5	3	21	Kessler, Bruce	Ferrari Testa				1
6	133	33	Austin, Jerry	Jag 'D'		1		
7	14	34	Budurin, Alex	Kurtis	3			
8	70	38	Balchowsky, Max	Doretti	4			
9	83	40	Smith, Bob	Kurtis Cad	5			
10	17	52	Groskritz, Tom	'C' Jag		2		
11	18	57	Blackwell, Carlyle	'C' Jag		3		
12	222	58	Bellesiles, Jacques	Ferrari Monza			3	
13	6	65	Murphy, Bill	Kurtis Buick	6			
14	1	75	Bamford, Tom	Triumph				2
15	124	87	Firestone, Jim	Frazer Nash				3

6B, 3C, 3D, 4E, 16 starters. Did not finish—142, Jerry Richards, MG Special, broken oil line.

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SUNDAY, MARCH 10

RACE 9—Prod. under 1500cc. Time, 18:06. Laps, 10. Avg., 66.4. Miles, 20.

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class F	Position
1	77		Forbes-Robinson, E.	MGA	1	
2	62	23	Lumkin, J. E.	MGA	2	
3	318	31	Gary, Nelson	Porsche Carrera	3	
4	28	34	Garlic, Walter	Alfa Romeo Vel	4	
5	194	36	Nichols, Frank	MGA	5	
6	160	43	Brigham, Robert	MGA	6	
7	89	52	Pickering, Ray	MGA	7	
8	105	53	Dillaway, George	MGTF	8	
9	168	56	Schillreff, G. H.	MGA	9	
10	175	68	Schulman, Robert	MGA	10	
11	0	84	Honeter, Jim	MGTF	11*	
12	20	86	Patton, Robert	Alfa Romeo Giu. Spy	12	
13	226	87	Snider, John	MGTF	13*	
14	47	88	Dair, Jack	MGTF	14*	
15	128	90	Scurlock, Robert	MGMK11	15*	
16	61	93	Aumier, Pete	MGA	16	
17	237	105	Taylor, Sam	MGMK11	17*	
18	155	107	Newman, Frederick	MGTD	18*	
19	145	1L7	Spencer, Lewis J.	Morgan 4/4	19	
20	00	1L24	Hosch, Martin	Alfa Romeo Spy	20	
21	82	1L79	Hanson, Gordon	MGTD	21*	

*—MG under 1300.
16F, 8 under 1300cc MGs, 24 starters. Did not finish—94, Paul Seegar, MGTF, spun into hay on turn 5; 11, John Dixon, MGA, blew tire on turn 10; 313, George de Lado, MGTD, rod bearing quit.

RACE 10—Prod. over 1500cc. Time, 17:53. Laps, 10. Avg. 67.15. Miles, 20.

					C	D	E
1	159		Haggerty, John	A.C. Bristol			1
2	152	1	Spears, George	Porsche Spdst.			2
3	10	22	Von Kaesborg, Lek	Mercedes 300SL		1	
4	213	32	Winberg, Charles	Morgan TR3			3
5	200	37	Drake, Bob	Triumph TR3			4
6	500	48	Hardy, Lyle	Triumph TR3			5
7	48	53	Crowder, Gordon	A.C. Bristol			6
8	109	55	Padock, Richard	Jaguar XK-140M	1		
9	22	59	Bloemendaal, Gil	Austin-Healey		2	
10	63	60	Breskovich, Jack	Austin-Healey		3	
11	80	69	Matthews, Jim	Jaguar XK-120	2		
12	174	88	Hathorn, John	Austin-Healey 100		4	
13	228	99	Rice, Patrick	Austin-Healey		5	
14	250	100	Coffin, James	Austin-Healey 100M		6	
15	144	101	Simon, Harvey	A.C. Ace			7
16	46	106	Boyle, Jack	Austin-Healey 100S		7	
17	167	1L90	Robles, Mell	Jaguar XK-120 Cpe.	3		

3C, 9D, 9E, 21 starters. Did not finish—31, Ronald Bucknam, Porsche Spdts., spun on turn 9, went over edge of road; 36, R. C. Gould, Austin-Healey, oil pressure down; 154, John Bagley, Austin-Healey, spun into hay bale; 216, Rod Bowers, Triumph TR2, rolled off road at turn 4.

RACE 11—Modified Cars. Time, 17:40. Laps, 10. Avg., 67.90. Miles, 20.

					D	E	F	G	H	III	FL
1	184		Livingstone, Frank	Eliminator V8							1
2	86	10	Ormsbee, Ralph	Cooper Norton						1	
3	45	15	Playan, Joe	Porsche Spy			1				
4	149	17	Bondurant, Bob	TR2	1						
5	26	25	Hand, Bud	MG Spec.			2				
6	101	26	Morrow, Harry	JBS Norton						2	
7	197	33	Miller, Don	Crosley					1		
8	90	41	Oddous, Jean	Lotus Mk VI				1			
9	19	66	Meehan, Thomas	Cooper MKV						3	
10	153	74	Chamberlain, Robert	MGTC			3				
11	214	1L18	Brigandi, Dr. Karl	Arbatha Special				2			
12	39	1L20	Verrecchia, Erico	Crosley Spec.					2		
13	55	1L45	Boskoff, George	Boskoff Ariel						4	
14	114	1L92	Bucklein, Stan	Panhard				3			
15	104	4L53	Wheeler, Wm. G.	Panhard				4			

1D, 1E, 4F, 4G, 4H, 8 III, 1FL, 23 starters. Did not finish—37, Jack Brown, Crosley, black-flagged for leaking gas; 60, James Starbuck, Crosley, pushed into dirt near turn 3, bent tie rod; 137, Stan Peterson, MG Simca, (?); 142, Jerry Richards, MG Special, bearing went out; 11, Robert Haring, Cooper V, lack of compression; 13, George Holcomb, Echo Norton, seized engine.... 21, Jack Brnk, Brink Special, clutch trouble; 68, Terry Lamoureaux, Nonpareil, transmission difficulties.

RACE 12—Under 1500cc Modified. Time, 59:58. Laps, 37. Avg., 74. Miles, 74.

					F	G	H
1	249		Drake, Bob	Cooper Climax	1		
2	50	5	Miles, Ken	Porsche Spyder	2		
3	7	2L53	Wheeler, Howard	Osca MT4	3		
4	91	2L67	Mayer, Harvey	Lotus MK IX		1	
5	90	2L98	Oddous, Jean	Lotus MK VI		2	
6	169	3L17	Porter, John	Porsche 550 Spy.	4		
7	26	3L57	Hand, Bud	MG Special	5		
8	24	3L96	Barker, Ed	Porsche Su. Spd.	6p		
9	81	4L1	Hills, Jay	Porsche Car. Spd.	7p		
10	318	4L46	Gary, Nelson	Porsche Carrera	8p		
11	51	4L52	Woodward, Fred	Alfa.Rom. Sup Sp	9p		
12	170	4L52	Cooper, William	Alfa. Rom. Su. Sp.	9p		
13	33	4L98	Wilder, Jack	Nichols Panhard			1
14	131	5L5	Parkinson, Jim	Renault DB			2
15	73	5L62	Peron, Perry	Nichols Panhard			3
16	116	7L12	Schroeder, Chuck	Lotus Climax MK XI		3	

9Fp, 9Fm, 5Gm, 8Hm, 31 starters. Did not finish—23, John Timanus, Lotus, broken fan belt; 27, Eugene Curtis, OSCA, fuel pump trouble; 32, Bob Holbrook, Crosley Special, left rear wheel broke off at axle between turns 5 & 6; 44, Frank Monise, Lotus, stripped second gear in transmission; 45, Joe Playan, Porsche Spyder, hit No. 72 on turn 1, first lap; 62, J. E. Lumkin, MGA, lost rear left wheel at studs between turns 5 & 6; 65, Ed Tomerlin, Panhard, broken shift left; 67, Chuck Kessinger, Alfa, lost all pressure, getting too hot; 72, Jimmy Moore, Porsche Spdst., hit No. 81 on turn 1, first lap; 75, Ardun Stevens, Panhard, pulled valve guide; 77, E. Forbes-Robinson, MGA, lost left front wheel on turn 1; 102, Jack Nethercutt, Lotus, throttle stuck open going into turn 9, teetered on edge of gulley but didn't go over; 111, Clifford Bundy, "Hot-Cross-Bun," ran over No. 32 wheel and broke hole in radiator; 129, John Lawrence, MG Special, plug trouble; 197, Don Miller, Crosley, pulled into pits when steering felt stiff. Found fender rubbing tire after hitting hay bale.

RACE 13—Women's race and Prod. sedans up to 1500cc. Time, 14:20. Laps, 8. Avg., 67:10. Miles, 16 .

					D	E	F	G
1	143		Levy, Ruth	Porsche 550 Spy.			1	
2	149	62	Davis, Mary	Triumph TR2	1			
3	193	67	Shutes, Betty	Porsche Su. Spd.		1p		
4	89	104	Doushkess, Ruth	MGA			2p	
5	110	1L31	Dixon, Marie	MGA			3p	
6	237	1L32	Taylor, Norah	MG MK II			4*p	
7	145	1L33	Simms, Ginny	Morgan 4/4			5p	
8	104	1L128	Wheeler, Ione	Panhard				1

*—MG under 1300.

1	74	105	Dair, Jack	Volvo PV444			1	

2 over 1500ccm, 2 over 1500ccp, 1 under 1500ccm, 4 under 1500ccp, 9 starters. 2F sedans. Did not finish—190, Louise Wilson, Triumph TR2, broken push rod; 85, Joe Catron, Simca Aronde, black-flagged for oil leaking.

RACE 14—Over 1500cc Modified. Time, 59:10. Laps, 36. Avg., 73. Miles, 72.

					B	C	D	E	F.L.
1	133		Austin, Jerry	D Jag		1			
2	138	1	Daigh, Chuck	Troutman-Barnes Sp.	1				
3	49	36	Ginther Richie	Aston Martin			1		
4	222	86	Bellesiles, Jacques	Ferrari Monza			2		
5	59	90	Oker, Bob	A.C. Ace-Bristol				1p	
6	204	1L75	Hulette, Don	Arnolt-Bristol				2p	
7	18	1L104	Blackwell, Carlyle	C Jag		2			
8	1	2L86	Bamford, Tom	Triumph Spec.				3	
9	152	2L96	Spears, George	Porsche Spdst.				4p	
10	108	3L5	Brero, Louis	Ferrari Monza			3		
11	14	3L61	Budurin, Alex	Buick-Kurtis	2				
12	711	3L64	Dixon, Bill	Siata Fiat				5p	
13	125	3L66	Clark, Laurence	Corvette		3p			
14	22	5L1	Bloemendaal, Gil	Austin-Healey			4p		
15	69	5L7	Weller, Bob	Jag XK-140 MC		4p			

4Bm, 3Cm, 2Cp, 4Dm, 2Dp, 2Em, 5Ep, 1 FL. 23 starters. Did not finish—3, Bruce Kessler, Ferrari Testa, blinded by sun and spun between turns 5 & 6; hit hay bales and a post; 17, Tom Groskritz, C Jaguar, went too wide on turn 5, hit hay bales and embankment broadside; 38, Jack Bates, Mercedes 300SL, no oil pressure; 70, Eric Hauser, Balchowsky Special, throttle linkage sticking; 83, Bob Smith, Cadillac-Kurtis, overheating; 149, Bob Bondurant, Triumph TR2, broken rod; 159, John Haggerty, A.C. Bristol, no brakes; 184, Frank Livingstone, Eliminator, clutch went out.

STATISTICS—244 starters, 51 DNFs, 20% DNF. 18% of cars entered in races were not in Saturday's races (scratched or blew up in practice).

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

ANOTHER BAN FOR MILES— NOW BY S.F. REGION OF SCCA

DEAR GUS:

I see where the New England Region of SCCA is running a race at Thompson Raceway, in May, without National sanction (The Bite). The promoter will save $1,000 and the drivers will save $15 each, since entry fees are refundable at regional events in New England. The total thus saved by the drivers is approximately $2,000. They have written to **Jim Kimberly**, asking that he clarify the benefits of National sanction since **Bill Loyd** seemed to have but a vague idea of the benefits.

★

That **Ken Miles**-SCCA feud has reached a stage bordering onto the ridiculous. At the Sacramento races, while a guest of SCCA, Miles popped off that he was running for president of Cal. Sports Car Club and if he got the job, his sole mission in life was to make life miserable for SCCA. He did a good job on that Paramount Ranch stocker except that it backfired; Aggie nearly lost his shirt.

Well, Miles got the prexy job, but SCCA beat him to the punch and has banned him from all of their races and if they get that F.I.A. sanction job, it could be real rough. Now it will be interesting to see who makes the next move and who does what to whom.

★

Say, Gus, how subtle can you get? How about that ad you ran to sell a 300SL that has been running in production races and "you know who" drove it at Palm Springs? That list of competition extras and accessories surely were not on the car when it raced—or were they? Like **Lance Reventlow's** age?

★

Jim Kimberly hasn't given up hope of collecting The Bite for last year's SeaFair Races. The editor (who only identifies himself as Ralph) of the Northwest Region of SCCA reviews the practical angles of a National sanction for this year's SeaFair races. Since National is still carrying that item on its books as accounts receivable (**George Rand** no longer being with us due to this slight oversight) — this year's race will cost **Franklin Eddy and Co.** a cool 4,000 clams for The Bite. Jim is optimistic about collecting it and since he feels that National is down to its last Government bond, he has written a letter to that loaded region and practically broke their heart.

Ralph opines that the region could buy an SS Jag with that loot and the region would get some benefit for their money. He means that the officers would drive it and probably break their necks—which gives us an idea. The guy has a great idea, but after he had sowed all those beautiful seeds of dissent, he then louses up the whole idea and apologizes for such evil thoughts — no doubt he has heard about another scribe who held the same kind of evil thoughts. Well, Gus, it looks like no National race at SeaFair this year; at least not for 4,000 bucks and Jim can hardly back down, now that the fat is in the fire.

★

It is true that the Pentagon brass have OK'd the use of Fort Ord for road racing but nobody knows any more than the press release from Washington. Now the big question is the necessary dough that will be needed to put the course in a safe condition. The Monterey Peninsula C. of C. at one time let out that they had the necessary scratch. If they come up with it, there is still time to put on the 8th annual Pebble Beach races, along about September. If the S.F. Region gets on the ball, they can do it—if they blow this one, we will have to go ahead with the plans for that track in the beautiful Ubiheebee Crater.

With best regards,

tom wilson

CALENDAR

MARCH

23—12-hour Sebring Race, Florida.
24—R.R.T.A. Practice & Tech inspection for Mar. 31 Trials, Colton Course, 8 a.m.15 p.m.
24—Miami SCC "Little Sebring" 3 hr. Grand Prix of Endurance, 2-5 p.m., Sebring, Fla.
30—USAC 100-lap Midget Auto Race, So. Mountain Speedway, Phoenix, 8:30 p.m.
31—USAC Stock Car Race, Clovis, Calif., 2:30 p.m.
31—R.R.T.A. Trials, novice only, Reche Canyon near Colton.

APRIL

6-7—Los Angeles SCCA Road Race, Palm Springs.
7—USAC Midget Auto Race, Arizona. State Fairgrounds, Phoenix. 2:30 p.m.
7—Club Automovilistico Roda Sports Car Races, Mexico City.
13—USAC Midget Auto Race, Gardena Stadium, Gardena. 2:30 p.m.
19-20-21—Associated Sports Car Clubs of Hawaii Road Races, Hawaii, T. H.
27—SCCA Sports Car Road Race, Limerock, Conn.
28—USAC Stock Car Race, Vallejo, Calif. 2:30 p.m.
28—Road Racing Register Pro Sports Car Road Race, Willow Springs.

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Myra's Clipboard

By Myra Jones

WHY THEY DIDN'T FINISH AT PARAMOUNT

3rd Running Paramount Ranch March 9-10

RAY PICKERING had trouble with his No. 89 MGA. During practice the beautiful little red OSCA (27) spun in front of him on turn 1. Ray hit the OSCA on the right rear, leaving a dent in Ray's racing grill and an even bigger dent in the OSCA. Later he was hit in the rear by No. 175.

One of the finest examples of sportsmanship was displayed by **Frank Monise.** During practice on Saturday, **Jean Oddous** blew the engine on his No. 90 Lotus. They discovered a broken valve guide and spent all day fishing parts out of the cylinder with a magnet. They took the car to Frank's shop Saturday night and he worked until 3 a.m. getting it repaired. Jean took a first in class in the consolation and a second in class in the main. Frank's car needed work after Saturday but he had spent his time on Jean's car and consequently he went out of the race with second gear stripped out of the transmission. The remarkable part is that these two fellows drive in the same class and are direct competitors.

John Lawrence has a deep wrinkle across the shamrock on the back of his No. 129 MG. In practice he spun on turn 5 and bashed into the guard rail. . . . **Gordon Crowder** had his new AC Bristol No. 48 and he is mighty proud of it. . . . **Stan Peterson** brought his MG Simca all the way from Oakland. I didn't find him to hear his problems, but on Saturday he didn't even get started; Sunday he started but didn't finish.

Jack Whelchel's beautiful new gold paint job on his Jaguar was badly wrinkled in the back in practice. **Rick Padock** was driving and came onto the muddy apron for a pit stop. **Lew Bracker** was following him out of turn 11 and plowed right into his tail. There are as many versions of this incident as there were people who witnessed it. Lew was driving No. 113 Porsche. He received a bad cut on his chin. The front end of the Porsche was totaled . . . No. 128, **Bob Scurlock,** in his grey MGMKII just missed the rail on turn 5 and went through the pile of hay. He was headed for the ravine but stopped just in time. . . . Saturday practice also saw **Ces Critchlow** flip his No. 103 Jaguar. He was uninjured.

No. 00, the blue Alfa driven by **Martin Hosch,** did a fancy spin on 5. **Linda and Bill Scott** sadly reported their car wasn't running for the races. During practice it developed some suspicious symptoms in the lower end which turned out to be an air leak in the oil pump. Bill was quick to point out that this is the first time in over three years of competition that something went wrong with the car while Linda was driving. . . . **Nelson Gary** did a beautiful job of controlling his No. 318 Porsche Carrera while it was off the coarse across from the impound area. The ground was mighty muddy and slick, but he evidently did the right things because he was able to get back on the course successfully . . . **Harry Hanford** went off of turn 9 and pranged a prone tree with his MG Special, which now has a bent front end.

If we collected $5 for all the hay bales that are broken during a race week-end the club would make a profit. **Eugene Levin** took care of his share when he slid into the hay on turn 11 and ruined the whole row of bales. . . . Another hero was **Elmer Ballard,** the jovial mechanic from **Nick Pastor's.** During practice **Bob Bondurant** threw a rod through the block of the highly-modified Triumph Tr2 which Elmer had been working on all week. Elmer wasn't discouraged. They loaded up the car, took it to the shop and Elmer worked until 6 a.m. getting it ready for Sunday's race. Bob took first in class and fourth overall in the consolation race. **Mary Davis** drove the car to second place in the women's race. Bob was doing fine until almost the end of the main event, but the strain was just too much for the car. He pulled into the pits, smoking and steaming with another broken rod. It was a nice try, Elmer!

John Hathorn from the Paramount Sports Car Club was discouraged Saturday after he had blown a head gasket and broken a piston on his No. 174 Austin-Healey. He wasn't sure he could even get it ready for Palm Springs but he rushed home, worked all night and made the necessary repairs. He took fourth in class in the semi-main Sunday.

Don Miller did a snappy spin down the front straight with his No. 197 Crosley. . . . Now to the 500s. They entered one of their largest fields to date but due to the temperament of these little bombs it is difficult to get them all running at the same time. They have the busiest set of pits at the course and it often looks as though they are completely rebuilding a car after they arrive. It always amazes me that they get all the parts back in the proper places. On Saturday, **Bob Haring** had too big a jet and couldn't get No. 11 started. **Tom Bailey** hit a hay bale on the first lap with No. 13. **Dick Rogers** had clutch trouble and didn't get started. **Stuart Dane** drove most of the race with No. 212 in second gear. **Jean Geslin** blew a piston in **Joe Lubin's** Cooper during practice. . . . The two boys from Seattle had a successful week-end. **Ralph Ormsbee** took two firsts in his No. 86 Cooper and **Thomas Meehan** took two thirds in his No. 19 Cooper

One of the more spectacular spins on Saturday was **Jacques Bellesiles** in his

(Continued on Page 11, Col. 3)

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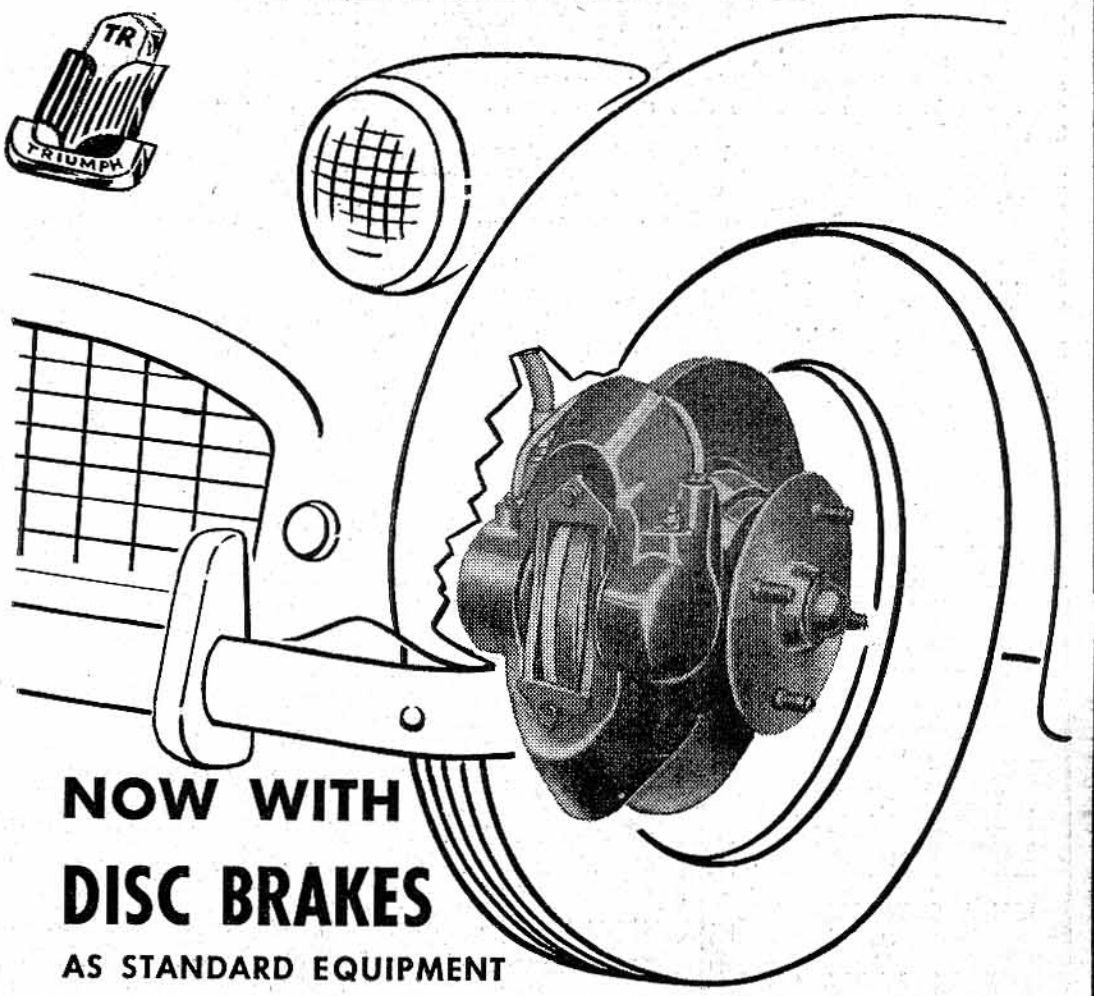

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VIGNETTES

(Continued from Page 3)

Finishing second behand Oker in the over-1500 production race was Lawrence Clark in a Corvette, followed by Ray Seher, Jaguar XK120. It was a 30-minute race.

In the other 30-minute production whirl for classes G, F and E, Oker and Cole were followed by Emil Pardee, Porsche Carrera, and 46 other guys. They had a lot of cars for the meet—about 180.

Sunday's two novice races saw Merle Brennan, in the weird Brennan Beast, take the 10-lapper for cars in class E and above, and Stan Peterson, MG Simca, win the other 10-lapper for classes H, G. and F.

On Saturday in a 20-minute race, production MGs and sedans were combined. Overall winner was Fraser Sibbald, MG-A (of course). Commander Morrow Decker's TD was first in class G, and Robert Ellis, Volvo, won the sedan race.

Miles Barred From Stockton Races

NOTES—Most of the talk up here was on Ken Miles being banned. He has been banned indefinitely, according to Jimmy Orr, regional exec and member of the National SCCA contest board. After the L.A. Region threw Miles out on his ear, Orr relented at last year's Sacramento races. He felt that Miles, who up to that time had been banned for six months, had served sufficient time in the coop. After the race, Miles is alleged to have said a few unkind things about the SCCA. This got around. San Francisco then was informed by the National contest board that anyone not acceptable for membership is not eligible to enter SCCA events; therefore, Miles was out for Stockton.

Informed that Miles had been accepted for Palm Springs, officials here were in an uproar. They feel there should be some degree of consistency as far as policy is concerned. Feeling is that a plea will be made to National for pressure to be exerted to boot Miles out of the Palm Springs races April 7.

If SCCA becomes the sanctioning body for FIA, Miles would miss future Sebring races, Nassau, Mexico and any other international races. In effect, Miles would be racing only in CSCC events, since the SCCA has refused him membership. Nothing more.

Now get this: after John von Neumann's entry for Miles was TURNED DOWN, the race committee received a wire saying something to the effect that the von Neumann stable was unable to compete at Stockton. It was signed "Ken Miles, Competition Motors." In short, he was QUITTING after he had been FIRED!

No. Calif. is laying 8-5 odds that Miles WILL NOT race at Palm Springs.

Frank Rhode a Titanic Host

Stockton races were staged by SF Region of SCCA and sponsored for charity by the Stockton Lions Club. Part of the new regime's economy move was to cut out the timing equipment. Used to cost $125 for two days. Now there were no times for races, no averages! Somebody just happened to figure out that **Lou Brero** averaged 73 mph. This is incredible when you consider that timing goes hand in glove with racing. Please cut out something else, gents. The public is entitled to know what distance is covered in what time and how many miles per hour Joe Blow averages in winning . . . All of the boys up here were talking about the Hawaii races April 19-20-21, with **Jack Tanner, Chick Leson** and **H. K. Wong** leading the avalanche . . . The San Francisco **Chinese Sports Car Club** holds its annual banquet in Hawaii during Speed Week. Wong, activities chairman of the group, announced the traditional multi-course banquet will be held April 18 at Honolulu's most beautiful Chinese restaurant, **Lau Yee Chai's.** Club members may invite their friends. A large contingent of No. Calif. drivers and fans expect to attend this once-a-year gala affair. Reservations can be made with the club at **Kuo Wah,** 950 Grant Ave., San Francisco.

Most titanic host before, during and after the races was **Frank Rhode** of **Transport Motors,** Porsche, Mercedes, Alfa and Borgward dealer in Oakland. His MOTORACING bus was THE HQ! . . . **George Buchanan** had rugged luck with his Lotus **(Johnny McLaughlin,** driver). Went out with engine trouble after the first lap . . . And they worked all Saturday night on **Chick Leson's** Maserati. Sunday, a valve spring broke on the first lap. Chick was second at the time . . . What's the dope on The Bite? **New England Region of SCCA** is supposed to have the scoop on this.

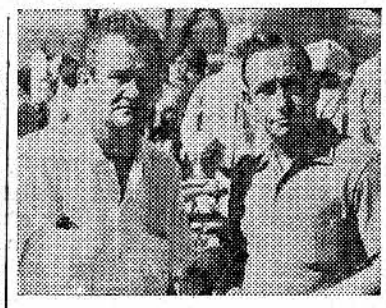
PistoNotes ✦✦✦

By JULES DELANCEY

William A. Lester, Del Mar, has purchased a Ferrari Ghia 212 Inter Coupe, sight unseen, from the Ferrari factory in Italy. He lauds the courtesy & treatment he has received from the factory. Kit of spares & special tool kit were provided for him . . . Preview opening of new showrooms and service facilities was held last Saturday at **British Motor Sales of San Diego** at Kettner & Fir Sts. Real nice layout.

DAVE BRACKEN

Regarding the photo of the burning Corvette in last issue, **Frank Milne** of **Harry Mann Chevrolet** says the fiberglas does not burn, but melts like any metal. He added fire was under the hood, proving hood was not burning.. Well, **Fred Pope,** owner of the car, is coming up with the explanation—& that should settle it. Info in caption was what was sent with the photo from the site of the blaze . . . Whatever happened to **Francois Crouzet,** the little Frenchman who was the "index" winner with his Panhard DB in the last Torrey Pines six-hour race?



Carl Gardner & Hal Moody

That seems to be a corking contest board named by the Cal Club— **Eric Hauser, E. Forbes-Robinson, Bob Plass, Ed Barker, Curt Warshawsky & Perry Peron,** chairman. None has the Pharoah touch, & most drivers are lauding the move that bounced the two clowns that were on the old board, one of whom has a miserable driving record & once was set down for driving infractions of his own!!! **Bob Drake** resigned from the new setup because of business pressure & he has not been replaced . . . Did you notice the "announcer" pointed out after the under-1500cc main go at Paramount that **Miles** had been plagued by clutch trouble? . . . but nothing about **Bob Drake,** who beat Miles **BOTH DAYS,** losing second gear.

Two cars flipped at Paramount —**Ces Critchlow's** Jag in Saturday practice, & the TR2 driven by **Rod Bowers** on Sunday. Neither was hurt. Ces recently got his Army call . . . Some course worker was ready to punch a driver who ran over his foot . . . After getting a fat lead, **Eric Hauser** appeared to loaf in the Saturday feature. **Bill Murphy** was second once, later spun out on turn 7 & was out of it in the Buick-Kurtis . . . **Jean Kunstle's** hot Porsche (the one he bought from John Edgar) finally was on its way to Sebring last Thursday, via the

(Continued on Page 10, Col. 1)

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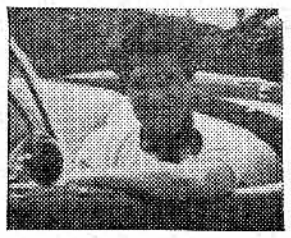

Many thanks to our many friends for their best wishes at our new address. It was a good feeling to meet so many of you at our Grand Opening. We sincerely hope more of you will come over, browse around, have a coke, and perhaps avail yourselves of our many "goodies" for you and your car.
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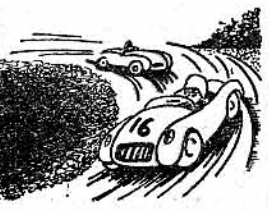


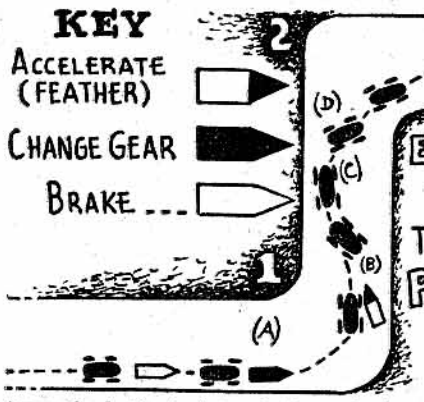
By E. FORBES-ROBINSON

(Recognized as one of the foremost under-1500cc production car drivers in the U.S.)

My favorite slow corner is turn 2 at Palm Springs. Any slow corner is merely a sharp-angle corner, but the thing that makes a slow corner enjoyable, tricky, or that it requires a reasonable amount of skill to negotiate, is either what immediately precedes the corner, or immediately follows the corner.

Robbie Robinson

Turn 2 at Palm Springs becomes a very interesting corner, only because it is preceded by turn 1, both being right-angle corners. Any line may be taken through turn 2 from turn 1; however, what makes the corner interesting is the positioning of the car to the exact spot between the two corners for the crossover from a drift in a left-hand bend, to an immediate drift in a right-hand bend.



When the crossover is made at exactly the right speed and exactly the right time, it then allows turn 2 to be set up for a perfect drift.

The mechanics of setting up turn 2 begins back in the starting straight. (A) Turn 1 should be taken a bit later than it would be normal to take it, if turn 2 did not immediately follow.

The reason is to bring the car as close as possible to the left-hand side of the little short straight as is possible before the crossover, (B) holding the drift after turn 1 until the car is at an angle and taking it to the left of the center line of the short straight. (C) From this position the crossover is made into turn 2. (D) If the speed and timing are done properly, turn 2 becomes a rapid third-gear corner for either an MGA or an Austin-Healey (not third O.D. in an A.H.). Taking the corner spot on gives quite a sense of satisfaction.

I believe all drivers will agree with me that they have a favorite slow corner, also a favorite fast corner. My favorite fast corner is a toss-up between turn 9 at now-defunct Torrey Pines and turn 1 at Sebring. The edge, I believe, is up-over-the-top-of-the-rise corner at Torrey Pines.

Bryan Honored at Elks' Race Night

Cornel Wilde, who is director and star of a new cinema titled "Devil's Hairpin" for Paramount Pictures, likely will be master of ceremonies at the annual Elk's Club 99 "Auto Race Night" slated April 10. Wilde has accepted, barring shooting difficulties.

Steak dinner, open to all, is $1.65 and libations will be served at a very nominal fee.

DRAKE NAILS MILES 2 TIMES!

(Continued from Page 1)

John von Neumann's Porsche Spyder instead of the Porsche Cooper, the word being that the factory wasn't exactly hilarious over one of their distributors racing an outside marque.

Miles finished five esconds behind, and was followed in the one-hour race around the two-mile course by Howard Wheeler, OSCA; Harvey Mayer, Lotus, and Jean Oddous, Lotus.

Drake covered 37 laps and averaged 74 mph.

Following Austin and Daigh in the big-bore were Richie Ginther, Aston Martin; Jacques Bellesiles, Ferrari Monza, and Bob Oker, AC Ace-Bristol. Austin averaged 73mph for 36 laps.

Drake, a former deep sea diver from Redondo Beach who is now a restaurateur, posted the best average for an under-1500cc car at Paramount. Ginther, in a Spyder, averaged 70 in the first one, Miles 73.8, in the Porche Cooper, in the second one.

MECHANICAL WOES

Both Drake and Miles had mechanical woes, the former running the closing part of the race without second gear, and the latter losing his clutch early in the going. But the fans had no indication of it, so hectic was the see-saw battle.

Miles shot into the lead at the start and led for seven laps. Then Drake took him on the straight, holding him going into turn one. For the next five laps it was Drake, but he overextended himself on turn four, and Miles nailed him on the next corner.

On lap 18 Drake assumed command once more at the end of the straight, but on the 23rd Miles found an opening going into five and took over for the next five whirls.

But Bob boomed through for the last time going into No. 1 on lap 28, increasing his narrow lead for the nine laps and win going away to the plaudits of the throng.

Belting Miles isn't exactly something new for Drake. He whacked him by 14 big seconds in an Aston Martin last October at Pomona when the skinny Englishman, who was off the course four times, was pushing the Porsche Cooper.

This was Drake's greatest triumph since last November at Palm Springs when, driving the Cooper Climax for the first time, he came back to nail Pete Lovely after a 65-second pit stop! Miles, of course, was not in that one, being *persona non grata* in the eyes of the sponsoring SCCA.

1:34.5 LAPS

Drake's fastest lap was 1:34.5 as compared to 1:35 for Miles.

The rest of the field was completely outclassed, third-place Wheeler finishing two laps and 53 seconds behind. Wheeler and Mayer were 3-4 on the first lap and held that position until the finish.

During this race three cars lost wheels, but fortunately there were no serious developments. They were two MG-As, driven by J. E. Lumkin and E. Forbes-Robinson, and a Crosley Special, piloted by Robert Holbrook.

The big-bore involved a duel between two well-liked and highly respected drivers—Austin and Daigh. It was a great comback for Austin, who has been missing from the wars lately. This was his first smasher since Jan., 1956, when he teamed with Sherwood Johnston in the D-Jag to win the third and last of the six-hour enduros at Torrey Pines.

Daigh, who with Frank Livingstone (Eliminator V8) and Eric Hauser (Buick Balchowsky Spl.) upheld the honor of American-built cars, was in a charging 5200cc mount compared to 3442cc for the Jag.

It was Daigh out in front for the first three laps, and then Austin until the 12th. Despite interference from Gil Bloemendaal, Austin-Healey, who jammed things up more than once, Daigh managed to stay in front for 20 laps. But Jerry was closer-than-this all the time, and on the 32nd, four laps before the one-hour time limit finish, he caught Daigh for the last time.

REAL THRILLER

From start of thriller to finish never did more than one second separate Austin and Daigh. At one juncture, late in the race, it looked bad for Austin. Climbing after negotiating turn five, he fishtailed, the Jag slamming broadside into the embankment. But Jerry straightened it out and boomed on, with only superficial damage to the car.

Jerry's victory is all the more notable, because the course is anything but a D-Jag layout. Jerry's machine is the type that needs plenty of straight pavement with less emphasis on tricky turns.

Ginther deserves a big cheer for his third spot. The small Santa Monican was forced high on the outside (after Eric Hauser's throttle stuck) at the outset on turn one. The whole parade passed him, but by the eighth circuit he was sixth. Later he lost four places on turn nine.

From then on Richie settled down to some real driving ,and just less than halfway through the 36-lapper he was third.

BRERO VS. KESSLER

There was a hot duel for a good share of the distance among Lou Brero, Ferrari Monza, who eventually finished 10th, and Bruce Kessler, Ferrari Testa Rossa, who didn't finish at all.

Oker's fifth in Ed Savin Sports Cars' remarkable AC Ace-Bristol, as usual, was the best production car effort; and another Savin lad, Don Hulette, Arnolt Bristol, also class E production, was sixth.

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PistoNotes

By JULES DELANCEY

(Continued from Page 8)

trailer route & not by air as they thought would be necessary. A few days before, towed in **George Buchanan's** trailer by **Mrs. Kunstle** and **Louise Cano,** heavy winds overturned the whole shebang near Banning. It was rushed over to **Chris Bohman,** who did the necessary repairs post-haste, & then the two gals started towing again to Florida. Trailer seems to be jinxed; sometime back it was damaged when it struck a low arch as it was being towed by **Johnny McLaughlin.**

Handsome **Bob Hallinan** has succeeded **Ted Block** as sales manager for **Ed Savin Sports Cars** on Atlantic & Eagle. Bob was formerly wih Pontiac & with an imported car firm in Santa Monica. He's been in the auto biz for 11 years . . . Good friends (& not rivals as many would think) together at Paramount were those two tire bosses, **Carl (Dunlop) Gardner** of **Gardner-Reynolds,** and **Hal (Michelin X) Moody** of **Hal Moody's** in Glendale . . . Sense-of-humor note: **Dave Bracken** wearing a huge "No. 1 Weekend Cop" tin bade at Paramount; it was fashioned by **Sumner Bennett** . . . Steen C the chemical lubricant, is making more & more headway. **Bob Drake,** winner on both days, used it at Paramount. And now it's announced that **Pete Woods** will use it in the transmission, engine & differential of the D-Jaguar he's driving at Sebring. Big plans for the product are being made by **Frank W. Steen,** petroleum engineer; his son, **John,** & **Ed Savin,** who is handling it and getting plenty of rumbles from prospective dealers over the U.S. as a result of his advertising campaign in MOTORACING.

BOB HALLINAN

Don Hulette, top aide to ace mechanic **Bill Rudd** at **Ed Savin's,** marries pretty **Dixie Raker** April 20. He drives an Arnolt Bristol, she an Austin-Healey. They met at **Eddie Russell's** Coach & Horses. . . . Wedding bells also coming up for **Don Royer** & **Flo Stevens.** He was last year's champion rallye driver in an MG-A. After racking up 40,000 miles on it, he sold it; now pilots a Corvette. He navigates now for Flo. They won the recent Don Diego Rallye. Flo drives a Healey. Both are at Hughes Aircraft, where she is a technical writer. Don's a patent attorney . . . Drawing a lot of raves at Paramount was that BMW which **Charley Nebel** was tooling around . . . **Mr. & Mrs. John Ross,** who have a in Culver City . . . The **Pappy Shelby** piloted his 4.5 Ferrari to victory last week at Mansfield, La. There were 100 entries.

Frank Steen, Ed Savin & John Steen

Pedigo Memorial Trophy award for good sportsmanship went to **Frank Monise** for his unselfish work in helping **Jean Oddous** (rival driver) get his car ready for the Sunday action, after blowing up in practice . . . And the **Pacific Sports Car Club's** Hard-Luck Trophy went to **Clifford Bundy,** who clouted the wheel shed by **Bob Holbrook** on turn five, poking a hole in the radiator. Strangely, both were in Crosleys . . . **Charles L. Rezzaghi,** chieftain of **Mille Miglia Motors** in San Francisco, conducts a tour to the big Mille Miglia race in Italy, May 11-12. Leaves L.A. & S.F. May 7. Write him at 898 Van Ness Ave., S.F. 2, for details.

Drawing hot raves is the completely modified Fiat Nardi station wagon belonging to **Marion & Charley Weber** of **MG Mitten** fame. It's to be a delivery pickup vehicle for MG Mitten . . . On recommendation of **A. D. Logan,** the Tulsa sportsman and produce king, **D. C. McCann** of Houston took his new AC Ace-Bristol to **Bill Rudd** at **Ed Savin's** for preparation for races in the Southwest. Earlier, Logan had sent for Rudd to tune his Bristol. Logan, who is in touch with **MOTORACING** regularly by telephone, called to report **Carroll**

RALLIES

MARCH

23—Paramount Studio SCC March Windy-Wind Rallye, Will Rogers State Beach, foot of Santa Monica Canyon, 7:30 a.m.
23-24—Whittier FCCA Death Valley Rallye.
24—San Gabriel Valley FCCA Rallye De Adventura, The Clock Restaurant, Rosemead & Las Tunas Blvd., Temple City, 9 a.m.
24—Austin-Healey Owners' Club Slalom, El Camino College parking lot, Crenshaw and Redondo Beach Blvds., 9:30 a.m.
24—Studio City Kiwanis Club with cooperation of Porsche Owners' Club, Sports Car Slalom, May Co. Parking lot, North Hollywood, 9 a.m.
30—Singer Owners' Club and Morgan Owners' Club Night Rallye, Hody's, Sepulveda & Ventura, 7 p.m., approx. 3 hrs.
30—Santa Monica FCCA Triangle Rallye, Sears Parking Lot, Santa Monica. 7:30 p.m. 4 hrs.
30-31—Harbor Sports Car Club Reunion Las Vegas Rallye.
31—Porsche Owners' Club Gymkhana-Slalom. El Camino Jr. College, 16007 So. Crenshaw. 9:30 a.m.
31—Arrowhead Foreign Car Club Gymkhana (location to be announced).

APRIL

6—Le Cercle Concours d'Elegance Palm Springs Concours.
10-14—Acropolis Rallye (European).
13-14—CSCC Press-on-Regardless Rallye to Las Vegas.
13-14—Glendale FCCA 5th Annual Economy Run to Las Vegas. Lv. Angelus Crest Hiway & Foothill Blvd. 3:30 a.m.
14—San Diego SCC El Liebre 1 Rallye.
*14—Orange County SCC, Gymkhana.
*20-21—MGCCA English Trials.
21—Arrowhead Foreign Car Club Poker Rallye to Camp Irwin.
*27-28—Lockheed SCC 24-hour Championship Rallye.
27-28—Singer Owners' Club Weekend Trip.
28—Jaguar Owners' Ass'n 4th Annual Gymkhana.

*—Indicates So. Calif. Council approved.

Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, TOpango 4042.

SPACE PROBLEM

Fifth installment of the highly interesting series, "Are You Going to Europe?" by Henry N. Manney, III, is omitted from this issue due to lack of space. It will be resumed in the next issue. Same applies to John Foster's and Bob Nitske's columns.

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This insures your immediate reservation for Transocean Airline transportation and hotel. Then go to any branch of Bank of America and they will make arrangements to pay the full transportation cost with no down payment. The amount is to be paid off at $15.85 monthly in 12 payments.

It is imperative that they confirm with Turnbull the fact that you have a reservation.

The complete package deals (6 nights and 7 days) are $245.80 for singles, $455.60 for doubles.

On or before April 1, send a check for the balance, $10.50, to Hawaii Trust Account.

Dusty Mahon at Westwood Travel Service has a similar deal, with 10% down and the balance on the installment plan. Flight is by Pan-American. Including hotel for 6 nights (or 9 nights at budget hotel rates), the tab is $298 for a single, $585 for a double.

Write to Mahon at 1133 Glendon Ave., Westwood Village (L. A. 24) for a Pan-American Airways credit application. Send a check for 10% of the amount to Westwood Travel Service, same address.

—Cal Howard

WORKING OUT travel arrangements for many planning to attend the big Speed Week in Hawaii, April 19-20-21, are Ray Turnbull, left, So. Calif. representative for the races, and Dusty Mahon, Westwood Travel Service in Westwood Village.

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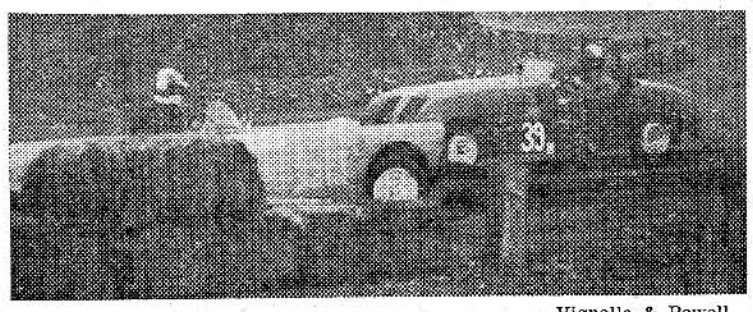
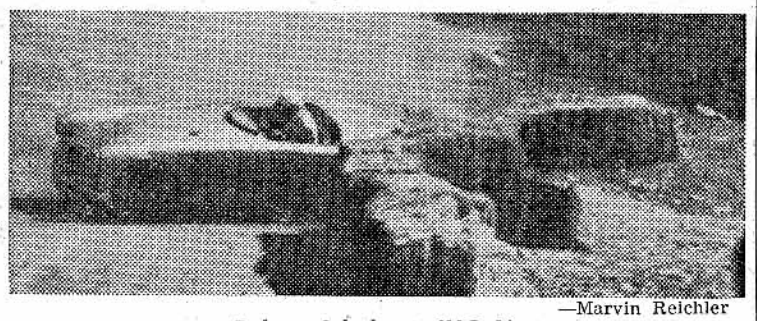
ACTION ON TURN 5 AT PARAMOUNT RACES



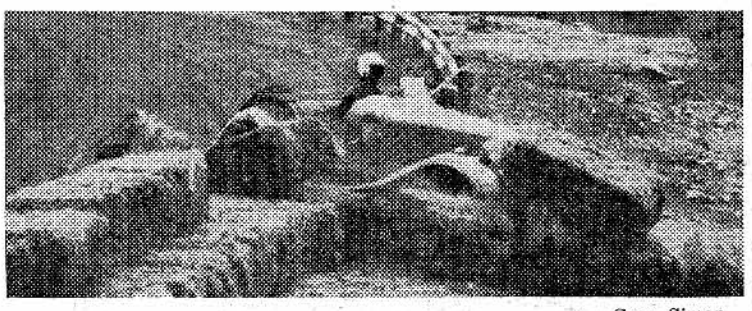
—Vignolle & Powell

James Starbuck (60 Crosley) & Erico Verrecchia (39 Crosley)



—Marvin Reichler

Robert Schulman (MG-A)

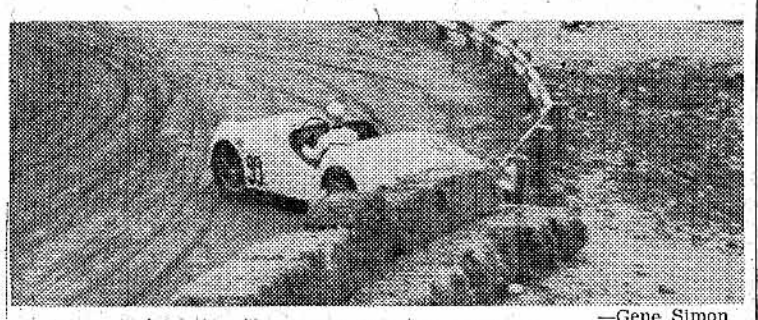


—Gene Simon

MG-A Belts the Hay

—Gene Simon

James Coffin (Austin-Healey 100M)



—Gene Simon

Eugene Levin (Triumph TR-3)

ENSLEY PILOTS D-JAG TO WIN

BOCA RATON, Fla., Mar. 10—Jack Ensley, Indianapolis, Ind., drove a D-Jaguar to victory here today in the featured 105-mile event of the Florida Region SCCA road races. Joe Sheppard, Tampa, Fla., was second in a Lotus Mk XI, while George Arents, New York, was third in a Ferrari Testa Rossa.

Ensley also tooled the same Jag to victory in a 35-miler for modifieds.

RESULTS

1st Race, 10 laps (35 miles)—1st overall: Johnny Cuevas, Porsche Carrera. Touring Class: 1, Lee Lilley, Borgward; 2, Mike Sanders, Volvo; 3, Carl Dorr, Renault Dauphine. G Prod. Class: 1, Harry Fry, Alfa Romeo Veloce; 2, Tony Darnell, Alfa Romeo Guiletta; 3, John Drondoski, Alfa Romeo Gulletta. MG Class: 1, Lucky Casner; 2, Lou Rappaport; 3, Sheldon Dobkin. F. Prod. Class: 1, Johnny Cuevas, Porsche Carrera. H. Mod. Class: 1, Charles Brecht, Crosley Special; 2, Harry Woodward, Siata Crosley.

Race 2, 10 laps (35 miles)—1st overall: Ensley,D Jaguar. C. Mod.: 1, Warren Smith, Lotus; 2, Joe Sheppard, Lotus; 3, Dick Dungan, Lotus. F. Mod.: 1, Lee Lilley, Tamsco Special. E. Mod.: 1, David Cunningham, Testa Rosa Ferrari. C. Mod.: 1, Jack Ensley, D Jaguar.

Race No. 3, 10 laps (35 miles)—1st overall: Rees Makins, 300 SL. C. Prod.: 1, Jim McKenzie, Corvette; 2, Ed Wilson, XK140; 3, Joe Cerquone, XK140. D. Prod.: 1, Rees Makins, 300 SL; 2, George Koehne, 300 SL; 3, Chick Butscher, 300 SL. E Prod.: 1, Ed Rahal, Arnolt Bristol; 2, Duncan Forlong, AC Bristol; 3, Evlyn Mull, AC Bristol. Austin-Healey Special Class: 1, Bill Chatfield; 2, Phil Stiles; 3, Robert Samm. Special Triumph Class: 1, Smokey Drolet; 2, John Kingsley; 3, Spike Geltz. Special Porsche 1600 Class: 1, Jack Ryan; 2, Jean Speidel; 3, Art Ferguson.

Race 4, 30 laps (105 miles)— 1st overall: Duncan Forlong, AC Bristol; H Mod.: 1, John Mull, D.B.; 2, Harry Woodward, Siata. Touring Class: 1, Henry Grady, Volvo; 2, Francois Crouzet, Renault Dauphine; 3, Carl Dorr, Renault Dauphine. G Prod.: 1, Harry Fry, Alfa Veloce; 2, Donald Findley, Alfa Guiletta; 3, Tony Darnell, Alfa Guiletta. MG Class: 1, Lucky Casner; 2, Frank Wright; 3, Sheldon Dobkin. Austin-Healey: 1, Robert Samm; 2, Forrest Dant; 3, Nancy Pierce. F Prod.: 1, Johnny Cuevas. Triumph Class: 1, John Kingsley; 2, Spike Geltz. Bristol Class: 1, Duncan Forlong; 2, Dr. Tom Waring; 3, Ed Rahal.

Race 5, 30 laps (105 miles)—1st overall, Jack Ensley, D Jaguar. C Prod.: 1, Walter Kline, Corvette; 2, Ed Wilson, XK140; 3, Joe Cerquone, XK140. D Prod.: 1, George Koehne, 300 SL; 2, Roy Schechter, 300 SL; 3, Art Habersin, 300 SL. B Mod.: 1, Joe Sheppard, Lotus (also 2 overall); 2, Leech Cracraft, Cooper; 3, Karl Brocken, Cooper. E Mod.: 1, George Arents, Testa Rossa Ferrari. C Mod.: Jack Ensley, D Jaguar.

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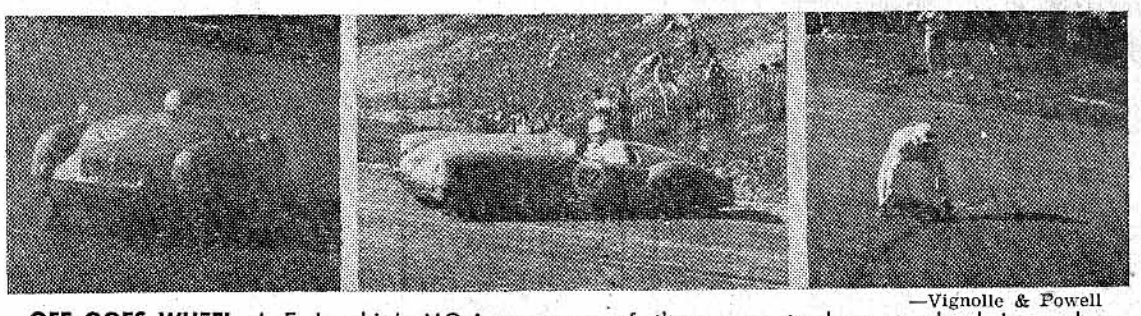


—Vignolle & Powell

OFF GOES WHEEL—J. E. Lumkin's MG-A was one of three cars to lose a wheel in under-1500cc main event at Paramount Ranch road races. At left, car starts wide spin that wound up on inside of course (center), and at right, turn marshal hurriedly removes wheel from track.

MYRA'S CLIPBOARD

(Continued from Page 7)

No. 222 Ferrari Monza. As he came out of 11 and was passing the impound area he began going around. I lost count after 2 or 3 spins but I heard that he went around 5 times. Everybody missed him. . . . **Mary Davis** is one of the luckiest gals. She usually has several rides offered to her. This time she was scheduled to drive No. 149, **Nick Pastor's** modified Tr2, in the Women's race, but when that blew up she changed to **Dorothy Deen's** No. 200 Triumph Tr3. She was also listed to drive **Hal Butler's** No. 105 MGTF, but with a choice of hotter cars guess which one she chose? **Elmer Ballard** worked all night to repair No. 149 and Mary drove it to second place. She just can't catch **Ruth Levy** in **John Edgar's** 550 Porsche. **Mary** and **Ginny Simms** are driving a Plymouth in the Mobilgas Economy Run. Good Luck, gals!

Ardun Stevens and **Dr. Burgraff** had two PII (Solex) carburetors on the tiny engine of their No. 75 Panhard. On Saturday they were very happy because it was "goin' good," but on Sunday they pulled a valve guide and DNF. . . . 'Most everyone was amused when the clutch went out on the beautiful Maserati which was provided for the course marshal . . . **Joe Playan** had a peculiar set of pipes for street use only, turning up at the rear end of his No. 45 Porsche. As it came down the street they looked like snorkel tubes. He didn't race Saturday because he popped a gasket in the oil filter system in practice. Repaired for Sunday **Chuck Daigh** and **Bruce Kessler** traded paint on one of the turns Saturday.

The No. 130 Corvette (fuel injection) didn't race after they discovered it had the wrong shocks for this course. . . . **Dr. Kerns** and **Bud Hand** put their orange MG Special No. 26 on and off the trailer four times before they could decide whether or not it was going to rain. They finally decided it would, so they left it on and waited until Sunday. Bud took second in class in the semi-main and fifth in class in the main event. . . . **Jim Firestone** blew a head gasket on his No. 124 Frazer Nash during Sunday practice.

Rene Pellandini and **Norm Hotchin** were trying to get the Morgan to "miss" after the driver reported a plug had gone out during race 9. Too bad we don't have more room to do some of this type of testing.

On Sunday **Ken Miles** found that the clutch throw-out fork was broken and only half of it was working. The crew removed all the vital parts of the car and welded the broken part in time for the main event. They were pretty busy for a while. . . . Everyone was laughing over the quick exit **Rod Bowers** made from the red Triumph Tr2 after it had been struck by No. 109 and then rolled into the gulley just before turn 5. The car rolled, landing on its wheels and before it had actually stopped bouncing, Rod was out, rolling down another little embankment, and running for the pits. He was shaken, but was the envy of many other drivers because he was practically carried back to the start-finish line in the arms of **Mary Davis** and **Ginny Simms.**

Robbie Forbes-Robinson has a good tale about the wheel he lost. While he was trying to keep his car under control and find a nice safe place to stop, he also was watching the wheel bounce around. It went over a sports car, over the crowd, through the technical inspection area and tried to climb the fence up to the road. In all that bouncing it didn't hit anything. . . . **Jay Nixon,** driving No. 177 MGA, broke the fan belt in practice. The engine overheated and cracked the head.

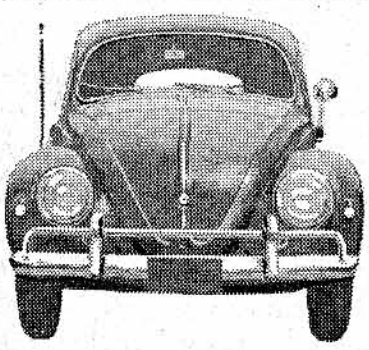
One of the funniest sights of the day was when **Eric Hauser** made a pit stop after the first lap in the main event to repair a broken throttle linkage. He was eager to get back in the race but he had to drive the length of the pits and re-enter at the start-finish line. First came **Harold Broughton** on his motorcycle, yelling "Eric's coming," and then came **Arnie Cane,** assistant starter, running and waving his arms, yelling "Watch out for Eric!" Eric drove very cautiously through the pits following his Paul Revere-type warning system.

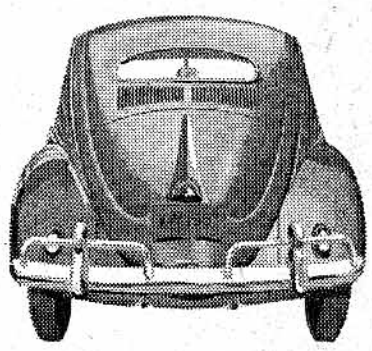
One of the owners of the Paramount Ranch was inspecting the damage to his fence after **Bruce Kessler** had hit it with his Ferrari. Someone overheard the owner say, "We never had so much trouble with the horses." . . . How many people saw the Plimsol Line on **Johnny Porter's** car, No. 169? . . . The scoring team, led by **Doug Bailey** on Saturday, and **Fred Sanders** on Sunday did its usual efficient job. The results are prompt, accurate and complete. . . . Met **Lou Falcon** in the pits and he was telling about his new venture with **Bob Mauser** and **Joe Playan.** They are opening a new shop called California Sports Car Accessories at 10838 Washington Blvd., Culver City. They promise to have the usual line of "goodies," plus many more, including **MOTORACING** and other sports car reading material. One new feature will be a "Smorgasborg," where customers can advertise "goodies" they no longer need.

Press-on-Regardless

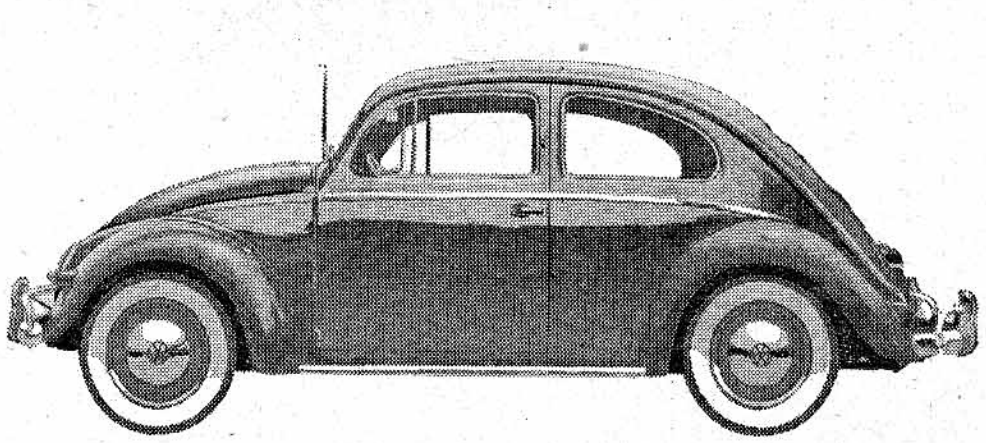
California Sports Car Club announces its fourth annual Press-On-Regardless Rallye to Las Vegas for April 13-14. The event is limited to 100 couples, according to Chairman Carlyle Blackwell.

from any angle it's





worth waiting for!



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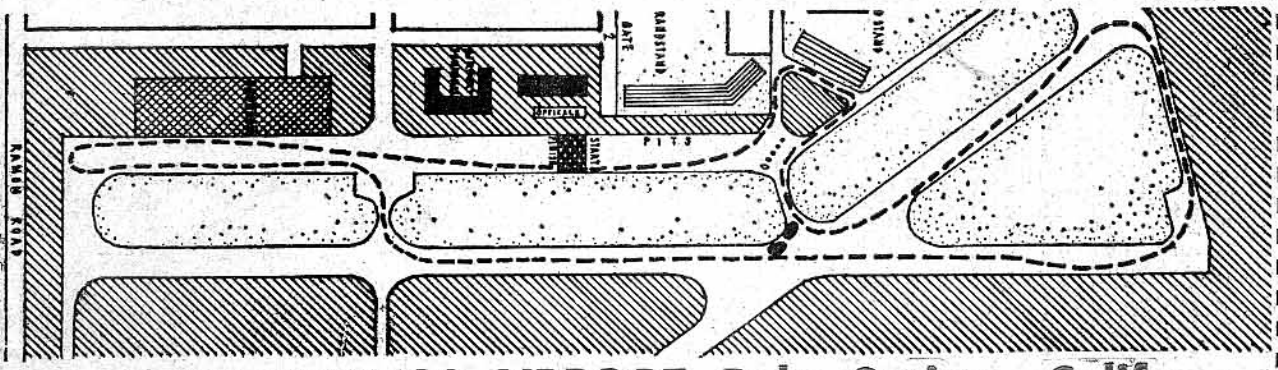
SPORTS CAR
ROAD RACES
APRIL 6th & 7th

STARTS 10 A.M. **BOTH DAYS**

ENTRIES CLOSE MARCH 25th **FIA NATIONAL EVENT**



PALM SPRINGS AIRPORT, Palm Springs, Calif.

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5 LAP Qualifying Races for Pole Positions in Sunday's Races

SPORTS CAR CLUB OF AMERICA

SUN., APRIL 7th
8 RACES

7:00 P.M. SUNDAY—VICTORY DINNER — PRESENTATION
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